

**AUSTIN A35**  
**MOTORING AS**  
**IT USED TO BE**



**TR7/TR8**  
**BUYING**  
**GUIDE**



# CLASSICS

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It's an MG Jim, but not as we know it!

**PLUS:**

**CITROEN ENGINE STRIPDOWN**

**MORRIS MINOR PROJECT**

**PAINTING WORKSHOP**



## FORD SIERRAS

**TWO COSWORTH BEAUTIES**



**THE MORGAN 3-WHEELER**  
**A THUMPING GOOD REMAKE**



**FROM THE ARCHIVES A-Z**  
**THIS ISSUE EAGLE TO HORCH**



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**OUR TOP TEN TRIVIA PICKS**



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**Our new series of** archive images moves on to manufacturers from E to H this issue, having started logically enough with those from A-D last month. Hopefully you are finding it interesting, but as ever please do get in touch if you have any comments or suggestions. Personally I love trawling through these old images – they are the perfect end to an evening when the winter chill has persuaded me to hang up my tools and lock the garage early.

Some of these images are straightforward affairs of a then-new car pictured against an appropriate background, or often simply a scenic one that doesn't compete unduly with the car for viewers' attention. These can be interesting in their own right for showing how the manufacturer was trying to portray their offering, whether going for traditional values in front of a thatched cottage, hinting at adventure by picturing it driving along a wild and windswept road, or even simply emphasising its practical virtues by loading up with the weekly supermarket shop. I love too the extra period detail that can creep into even such mundane images, such as flared trousers and shops advertising TV rentals.

Sometimes though, manufacturers make a little more effort. The picture above is one such example. It features a 1965 Ford Zephyr 6 Mk3 in police service. The big Ford was a popular choice with many forces at the time, particularly in rural areas, and of course it is intrinsically linked with the TV series *Z Cars* which ran from 1962-1978. The TV programmes were set up in Lancashire, though the VX number on this car is an Essex one and the image was almost certainly staged by Ford. Like TV programmes though, they have not allowed reality to get in the way of a good shot! For example, these two officers have apparently arrived with



blue light flashing and leapt out of the car to apprehend the bad guys... but the car is suspiciously clean and they also appear to have reversed it carefully into a corner first!

Not that this spoils the picture in any way, because there are so many other details to enjoy. Look at those skinny crossply tyres – can you imagine the squealing and sliding involved in any serious car chase on those? The leather driving gloves are a reminder of days gone by too, though so much more modern than the string-backed alternative. And how many readers can remember having a Pifco dome lamp like the one being carried by the accompanying officer?

However, while we can admire the details in professional publicity shots such as these, the background story is missing. So my challenge to you this issue is to trawl through your old photo albums and see if you have an image or two that shows your family with their car of the day. If these can be scanned and emailed in with some background information, then we'd love to share them.

*SIMON GOLDSWORTHY*  
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CLASSICS MONTHLY

# WORKSHOP

KEEPING YOUR CLASSIC ON THE ROAD

SAVING TIME & MONEY

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Our 1967 two-door Morris Minor is gone over with a fine-toothed comb as we put together a plan of action

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Aaron McKay tries to improve the Escort's gear change, and is amazed at the cabin transformation after a deep clean.

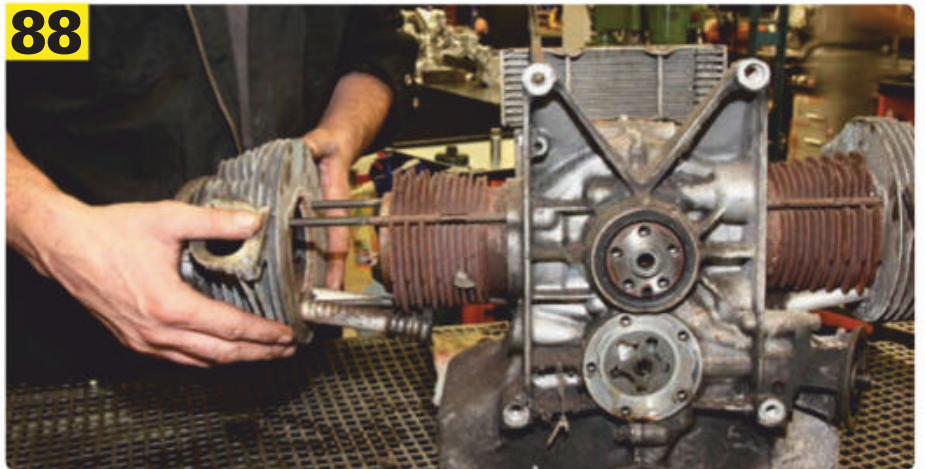
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## CHRISTMAS COMES EARLY!

Christmas came early for John Williams from Cheltenham when he received the keys to Lancaster Insurance's prize-giveaway Mazda MX-5. John beat thousands of other entrants to be randomly selected as the winner, and Lancaster's Car Club Manager, Dave Youngs, delivered the sports car to him early in December.

Dave commented: 'We've loved having the MX-5 with us this year and celebrating the iconic model's 30th anniversary. It was a special moment handing the car over to John – his face lit up when he saw the Mazda for the first time. We hope they have some great adventures together.'

In addition to the car, John also benefits from a year's free insurance, a Meguiar's Mirror Bright Kit, a year's membership with the MX-5 Owners Club and track tuition

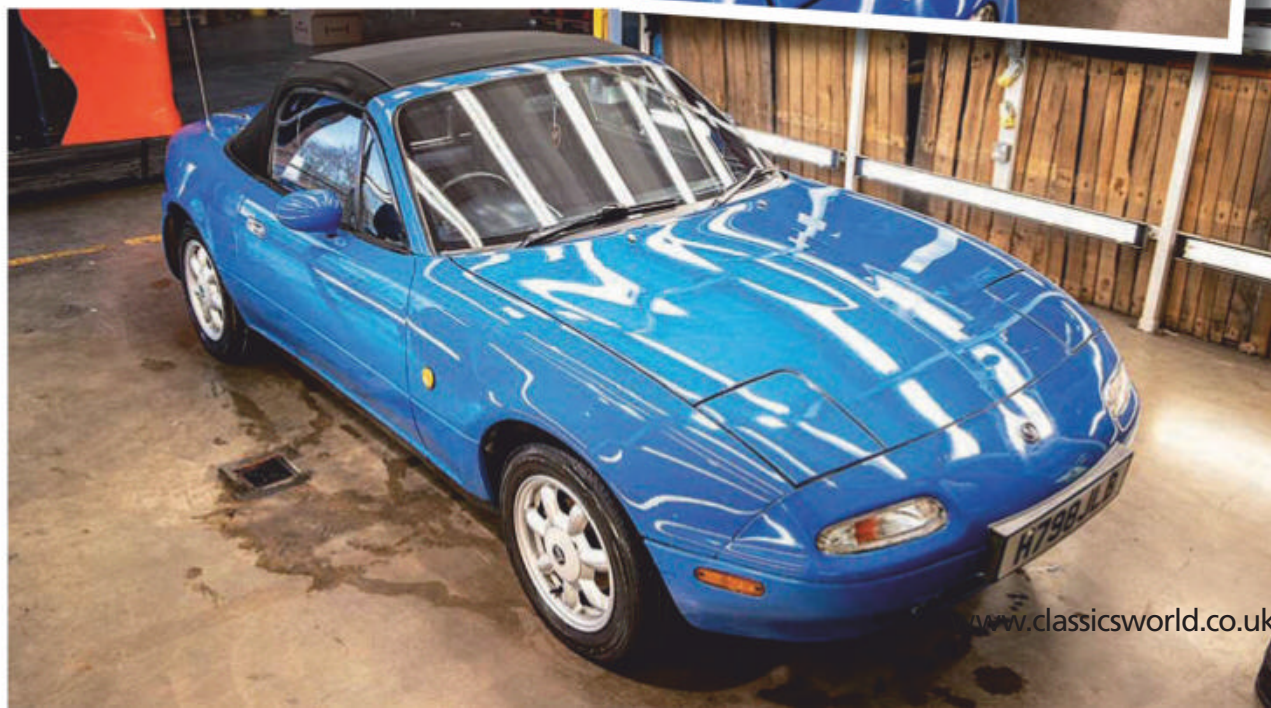
from MX-5 racing driver, Brian Chandler.

The Mazda has, of course, been one half of an MX-5 double header project in *Classics* magazine through 2019. Having been converted to a manual gearbox, repaired and fettled over previous months, prior to the handover it was taken to Meguiar's for some final priming and detailing so it looked its absolute best on handover day.

John, a true classic enthusiast who helps run a local classic car meet at the Frogmill pub, said: 'I am over the moon! I've owned numerous classics over the years including an MG, Mercedes and Triumph as well as an MX-5. I've always been a fan of the Japanese model, so I can't wait to get back behind the wheel of one. A huge thanks to Lancaster Insurance, what a lovely way to start the Christmas festivities!'



Valeting pictures courtesy of Meguiar's.







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**Q: Should I shop around for insurance before I renew mine in 2020?**

**A: Yes! Some insurers offer an initial or online rate then put them up next year. Get a second quote to compare like for like cover and price.**

**For more details contact Martyn Raybould, DD: 01243 264056, Mobile: 07927 212401, email: martyn@specialistvehicleassociates.com**



# DONINGTON DISCOUNTS

Advance discounted tickets for the 2020 Donington Historic Festival are now on sale, and available until the end of January. The event, which takes place from Friday 1st to Sunday 3rd May, will see Donington Park become a living motorsport and motoring museum, with packed grids of racing cars spanning some nine decades treating spectators to hugely competitive, full-on racing. In addition, displays and parades – including dozens of car club stands – will showcase classic road cars of all kinds.

The open-access paddock gives fans a chance to get up close to the racing machines

of their dreams and to chat with the owners, drivers and preparers, while Donington Park's famously spectator-friendly layout means race goers get incredible views of the track action. Advance discounted ticket prices start at £10 for the Friday qualifying day, while an Early Bird three-day weekend adult ticket giving access to every day of the event is just £35. There are special discounts for teenagers aged 13-15, and children aged 12 and under are admitted to this family-friendly event for free. For further information and to book your Early Bird tickets, visit **www.doningtonhistoric.com**

# CLASSIC CARS AT THE V&A

The Fiat 600 Multipla, a triumph of Italian style and forerunner of all MPVs, is one of 15 cars to star in a new exhibition at the Victoria and Albert Museum in London. Called *Cars: Accelerating the Modern World*, it opened on 23rd November and runs until 19th April 2020.

The exhibition focuses on the impact of the car, and aims to highlight examples that have changed the world in the last 130 years in terms of design, innovation and social impact. Structured in three main sections, *Going Fast* opens the exhibition by exploring the role of the automobile in imagining a future world of liberated movement and as a symbol of technological progress. This is followed by *Making More* which, the museum explains, 'explores the car as the archetype of modern manufacturing – the object that developed contemporary consumerism and turned car production companies into global powerhouses.' The final section is called *Shaping Space*, and explores the sprawling impact of the car on the world's landscapes and nation-building efforts.

This exhibition has brought together a diverse selection of cars to tell extraordinary stories about design and the car's impact on the broader world. These

include the first production car in existence, an autonomous flying car, a converted low-rider and a 1950s concept car. Many of them have never been on show in the UK before, and their display will be uniquely juxtaposed with a diverse collection of products, fashion, graphics, photography and film to draw connections to wider spheres of design and public life.

For more details about the exhibition, visit **www.vam.ac.uk/exhibitions/cars**



**Presented at the 1956 Brussels Motor Show, the Fiat 600 Multipla offered a completely new shape and exceptional interior space.**





## WORLD CUP RALLY 1970 50TH ANNIVERSARY

The Historic Marathon Rally Group (HMRG) is putting together a reunion/celebration of the iconic World Cup Rally on Sunday 19th April at the British Motor Museum in Gaydon, 50 years to the day after the competitors left Wembley Stadium on their 16,000-mile adventure through Europe and South America. There were originally 106 entrants, of which 96 started and just 23 finished. The Ford Escort of Hannu Mikkola and Gunnar Palm won this marathon, and this car will be at Gaydon for visitors to see. The organisers are hopeful that the only known surviving Citroën DS from the WCR will also be coming over

from France (though this is not yet confirmed), but the event will definitely feature cars and competitors involved in the rally, films, talks and interviews, plus memorabilia – much of it from the competitors themselves. The event is free to attend, though there will be the usual charge for anyone wishing to visit the main museum. HMRG are setting up a memorable day out, so please make sure it is in your diary. They would also like to hear from anyone connected with the WCR who would be interested in joining in and meeting up with old friends. See more at [www.historicmarathonrallygroup.co.uk](http://www.historicmarathonrallygroup.co.uk)

## TR7 PANEL BACK IN PRODUCTION

Since news emerged that a number of Triumph TR7 press tools had been scrapped, the TR Drivers Club has been looking into the best way to reintroduce these no-longer-available panels. The TR Register's Spares Development Fund came on board in the spring of this year, and the clubs are now able to report that instruction has been given for the tooling up and supply of the all-important TR7 front panel, also known as the headlamp panel.

The chosen supplier is Ex-Pressed Steel Panels Ltd of Keighley near Bradford, and the finished panels will be approximately £625. It is hoped to have the first panel on display late in 2020, whereupon a decision will be made as to which panels should follow – currently front wings are the favoured option, but that may change dependent on the TRDC and TR Spares Development Fund sourcing alternative supply of NOS stock panels. It is therefore essential that this first project is successful, and anyone interested in obtaining one of the first batch of ten headlamp panels is requested to make contact with John Clancy of the TR Drivers Club via [john.clancy@bfcc.biz](mailto:john.clancy@bfcc.biz). More details of the TR7 panel project and other reintroduced TR7/8 parts can be seen on the club's website at [www.trdrivers.club](http://www.trdrivers.club)



## CLASSICS FOR NEW SERIES OF SALVAGE HUNTERS

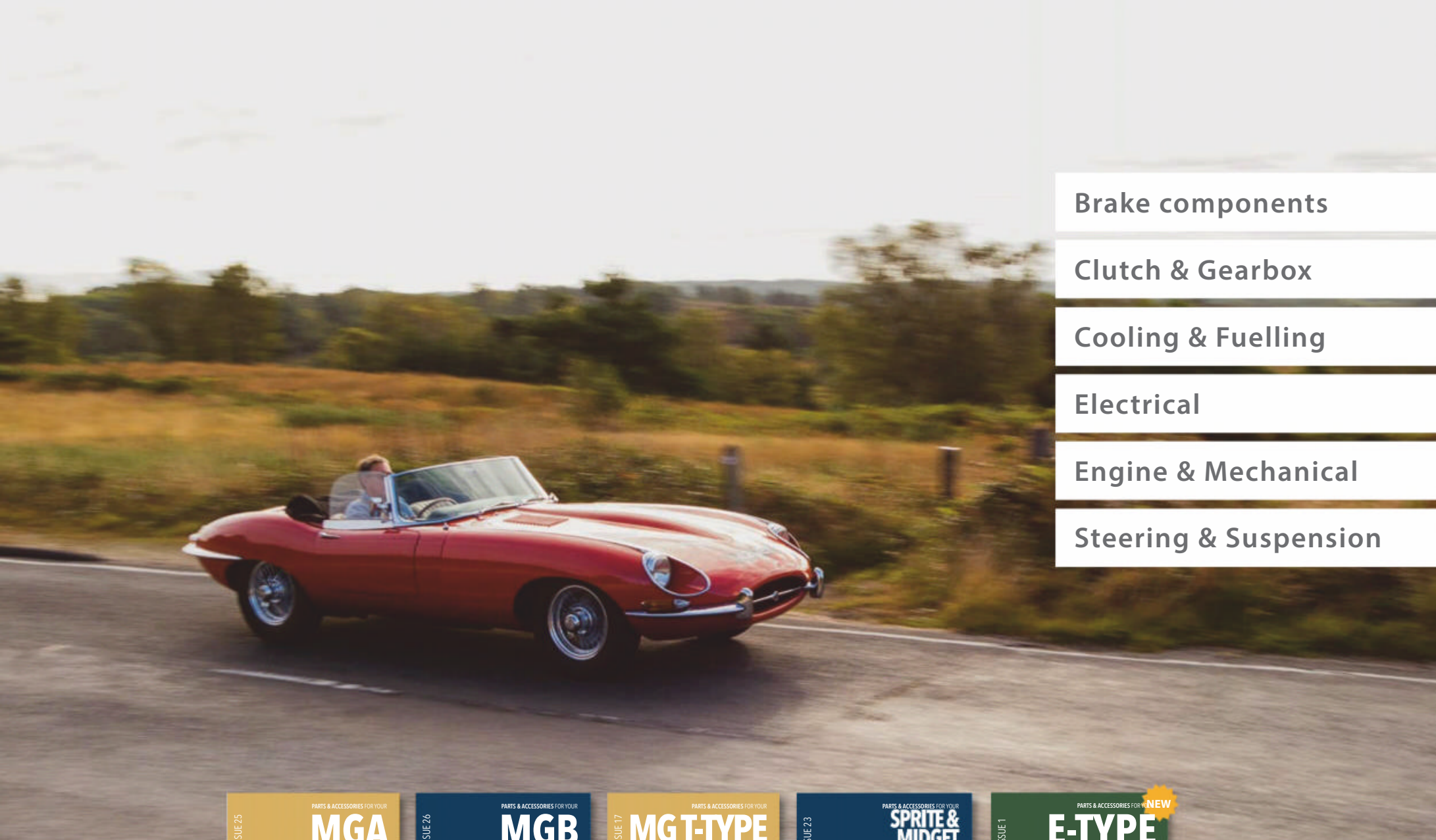


Drew Pritchard and Paul Cowland will be returning to your TVs in January to present the brand-new series of *Salvage Hunters: Classic Cars* in which they find, buy, fix up and sell classic cars. In true salvage style, Drew will cast a keen eye over the greatest in motoring memorabilia, whilst Paul will rely on his extensive mechanical knowledge and business acumen when striking a deal.

This series sees the pair travel to the Isle of Wight to buy an Alfa Romeo Spider and cast their eyes abroad in search of a cheap 1980s Range Rover which Drew adores for its originality. However, Drew fails to heed Paul's golden rule of 'try before you buy' as apparently the newly purchased 4x4 handled terribly. The list of classic cars that will be featured in the new series consists of a Fiat 500, NSU Ro80, 1982 Range Rover Classic, Porsche 944, Volvo Amazon, Toyota MR2, MG TD, Renault Clio Williams, Alfa Spider Mk2 and Renault Alpine GTA Turbo V6.

The new series returns exclusively to Quest, and the first episode airs on the 8th of January at 9pm.





Brake components

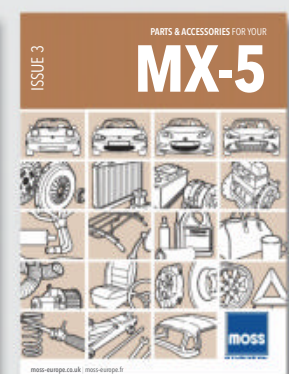
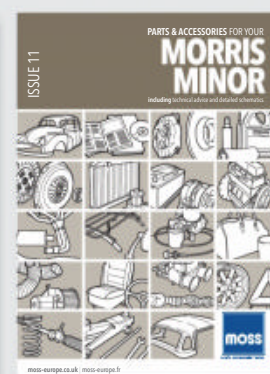
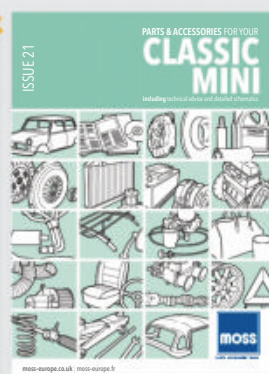
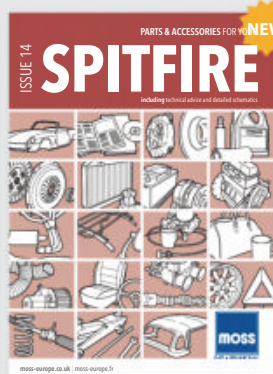
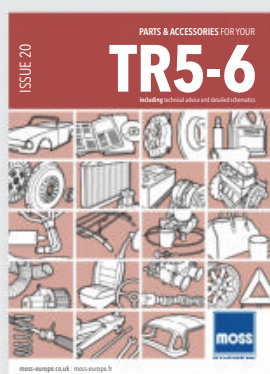
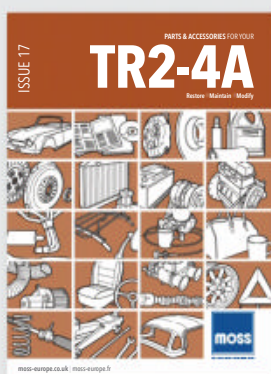
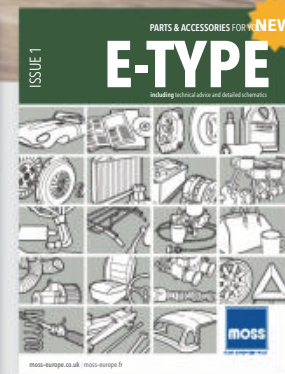
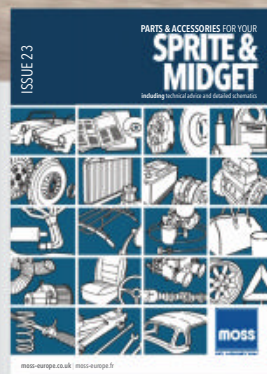
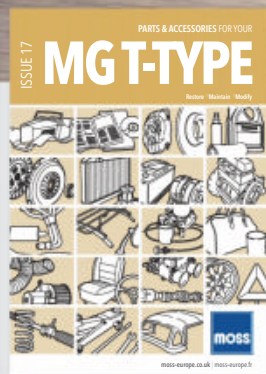
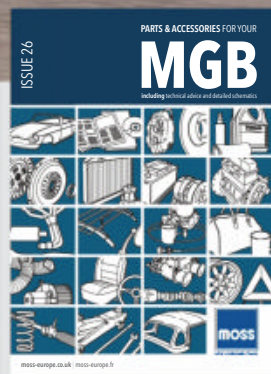
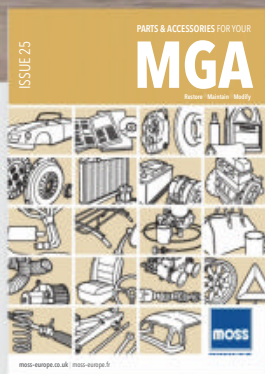
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## THE SINGER MOTOR CLUB

The Association of Singer Car Owners (ASCO) was founded in December 1976, focusing strongly on all things Singer. This year, following a period of steady growth, they are celebrating continuing success by changing their name to the Singer Motor Club. One of the things they shall be doing to mark this exciting change is to give each member a free 2020 SMC Picture Gallery calendar. Looking to the younger generation, they are also proposing to introduce a great value £10 annual subscription for members aged 18-35.

Despite the name change, the club's objects continue unchanged, namely to promote enthusiasm for, and interest in, all aspects of the Singer marque, from the birth of George Singer in 1847 through to 1970 when the last car came off the production line. They welcome all Singer enthusiasts, and aim to promote a sense of enjoyment and friendship between Singer people everywhere.

For further information visit [www.singermc.club](http://www.singermc.club), or contact Club Secretary David Palmer on 01234 767966.

## ULTRA-RARE TRS RACER

An ultra-rare 1960 Triumph TRS with Le Mans provenance has been acquired for sale by Bicester Heritage-based specialists in post-war British sports cars, Pendine Historic Cars. As one of just four ever built, the ex-Works TRS is famous for playing a significant role in British motoring history as one of three cars which competed in Triumph's 1960 and 1961 assault on the 24 hours of Le Mans, with their performance resulting in the prestigious manufacturer's team prize.

The cars set the scene for the yet to be released TR4 and featured the very rare Sabrina twin cam prototype engine, developed specifically for the demanding Le Mans race by the Triumph Competition Department in 1959, of which only a handful exist today.

927 HP first competed in the 1960 Le Mans driven by Peter Bolton and Ninian Sanderson. Despite running faultlessly and with the three TRS cars finishing in 15th, 18th and 19th places, this was not Triumph's year and none of the cars covered the minimum distance required to be classified. However, in 1961 all three cars returned to Le Mans, this time with 927 HP raced by Les Leston and Rob Slotemaker. All three cars not only finished the race, but also covered the minimum distance required and, placing in 9th, 11th and 15th, they won Triumph the manufacturer's team prize.

'This is a genuine ex-Works Triumph TRS with extremely rare racing provenance as well as the legendary Sabrina engine,' commented Jonny Shears of Pendine Historic Cars. 'Not only did this car compete twice in the world's oldest and most famous endurance race, but the Sabrina engine developed by Triumph never made it into mass production, making this a really special sports car, either for competing or showing at today's most exclusive motoring events.'

The car is being offered with an asking price of £295,000. Call 07770 762 751 or visit [www.pendine.com](http://www.pendine.com)



## CRYSTAL PALACE SPRINT

Sevenoaks and District Motor Club have announced that in 2020 they will once again be staging their popular Crystal Palace Sprint. Held over the traditional Bank Holiday weekend of Sunday 24th-Monday 25th May, the two day non-championship speed event will see classes decided by year of manufacture rather than engine size. This attracts a wide and varied entry of historic, classic and modern competition and road-going vehicles. There will also be trade stands, autojumble, car shows and various attractions aimed at the young.



For further information or to register your interest in competing, see [www.motorsportatthepalace.co.uk](http://www.motorsportatthepalace.co.uk)

## ENFIELD PAGEANT OF MOTORING

The Enfield Pageant of Motoring 2020 will be held on 23rd-25th May from 8am-6pm at St George's Playing Fields on the A10 at Enfield, Middlesex EN1 3PL. Classic and custom cars, American vehicles, commercial vehicles, historic caravans and motorcycles will all be there, plus an expanded selection of arena displays and parades, live bands with dancing, plus DJ, a Vintage Village and

a traditional fairground.

Pre-booked display vehicles with driver and one passenger are free – booking forms are available from [whitewebbsmuseum@aol.com](mailto:whitewebbsmuseum@aol.com). There is free on-site parking, and around 15,000 visitors are expected. The Pageant is purely a fund-raising event for the upkeep of Whitewebbs Museum, and all monies raised are used for this purpose.



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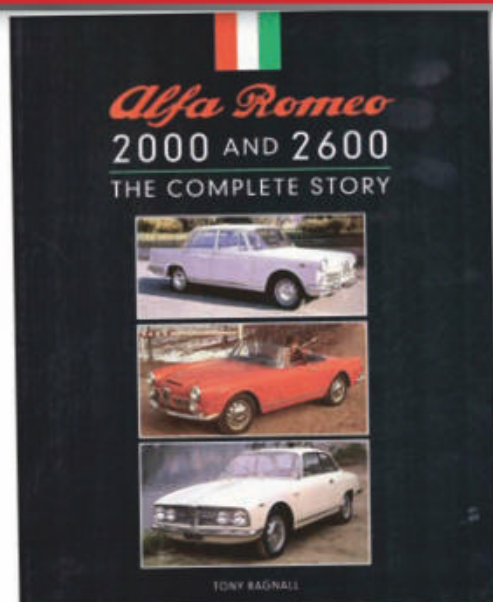
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## ALFA ROMEO 2000 AND 2600 – THE COMPLETE STORY

By Tony Bagnell

Hardback, 225mm x 265mm, 191 pages, 200+ colour and B&W pictures.

[www.crowood.com](http://www.crowood.com)

Price: £25

This is an unexpectedly in-depth study of what was a relatively short-lived and unsuccessful range of luxury cars produced by Alfa Romeo from 1957-1966. Not that a relative lack of sales success diminishes the appeal and the interest of these cars in any way, and you reach the end feeling that a hole in your automotive knowledge has been well and truly plugged. As well as all of the production variants, the prototypes and specials are detailed too with glorious period pictures, plus the carrozzerie that created them get their own biographies interwoven in boxouts throughout the main text. The chapter on the models' competition history is mercifully short, as few people bought such a car with that in mind. This book will fill a gaping hole on Alfisti bookshelves, but is also sure to appeal to anybody who wants to share a slice of the Dolce Vita as represented by the big Alfas.

## TATRA – THE LEGACY OF HANS LEDWINKA

By Ivan Margolius and John G. Henry

Paperback, 225mm x 225mm, 224 pages. ISBN: 978-1-787116-30-6

[www.veloce.co.uk](http://www.veloce.co.uk) Price: £30

This book was originally published in 1990, the first one on Tatra and its influential and innovative Chief Design Engineer Hans Ledwinka to be offered in English. Now available in paperback, it examines in meticulous detail the origins of the company and all of the cars they produced from the President of 1897 onwards, but particularly the innovative and aerodynamic designs of Ledwinka. Copiously illustrated throughout, it does a superb job of showing how Ledwinka's designs were often years ahead of his contemporaries and how they influenced automotive designs for decades to come. Personally we would have liked more on the post-war designs that continued his legacy such as the T603 and T613, but that is really a minor quibble and this authoritative book will provide hours of entertainment and education to any automotive enthusiast, not just those who already know the appeal of the Tatras.



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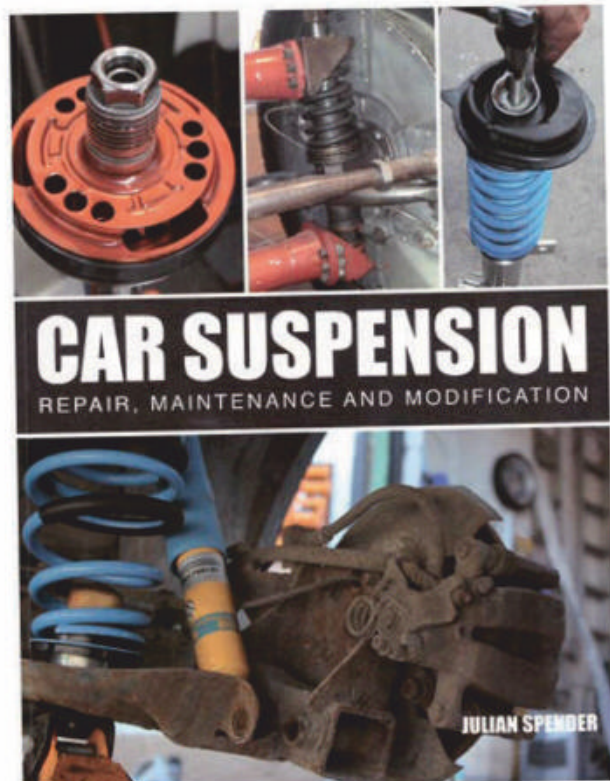
By Julian Spender Price: £22

190mm x 245mm, softback, 176 pages,

colour. [www.crowood.com](http://www.crowood.com)

ISBN: 978-1-78500-661-6

This book aims to provide an easy-to-follow practical guide that is split between a general overview of suspension systems (50 pages), repair (36 pages) and modifying (89 pages). It is quite technical from the start, which does not make it inaccessible to the novice, but does mean it demands concentration and a genuine motivation to understand more about suspensions. Having said that, there are some great nuggets of information in there on subjects such as torsional rigidity and Hydrolastic suspension, not to mention pneumatic scrub and why SUVs need such wide tyres to stop them rolling over.







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## CLASSIC MEMORIES: LIKE FATHER, LIKE SON

As with many of your cover pictures and articles, the Ford Classic on the December issue brought the memories flooding back.

My father owned a couple of secondhand Hillmans purchased from Hartwells in Bournemouth, and upon moving to the outskirts, Ferndown in Dorset, Corner Garage became his nearest local Rootes dealer who serviced and fuelled his cars. Having thus got to know the staff well and upon the garage becoming a Ford dealer, my father made the mistake of thinking that a car salesman is your friend. He'd expressed enthusiasm for the new Ford Classic, especially in two-door form, so ordered one in grey with

a white roof. Within weeks of delivery, the improved 1500cc version had been launched and he was furious, having been naïve enough to expect the salesman to have advised him to wait for the later model. As it happened the 1340cc engine gave up at about 50,000 miles and was replaced with the bigger engine. Mum and dad did have some lovely holidays in it, but rust soon appeared around the side lamp mouldings and the elegant Classic lost out to a stream of dreary, cheap Fiats.

In the meantime I had purchased a used red Capri GT from the owner of a garage I was working at as a petrol attendant, in the hope that with all the windows down

it would replicate the *al fresco* experience of my traded-in Sunbeam Alpine. I too was naïve because I liked white so much that I had it resprayed at a staff discount, which in reality meant pink door shuts and overspray everywhere! The garage was never able to fix the tuning, nor could I afford Ford main dealer servicing prices, so the car never ran well and was as draughty as heck. As nobody else wanted it, I sold it for loose change to a car lot owner in a rather dubious Bournemouth suburb. Like dad, the cars that followed were humble vehicles such as Minor convertibles, but were all fun, full of fresh air and worry free.

**Bill Barwell**



## READY FOR ADVENTURE ON THE COSTA BRAVA?

Do you want to try your hand at road rallying or want to experience what a real International rally is like? Then the Rally Costa Brava Historic on 23rd-26th April 2020 is your opportunity!

Over the years a number of classic

owners have made their way to Spain to take part in this unique event. For the hardened competitor the rally, based again in Palamós, offers three legs that will give around 1000km of superb rallying with 30 Regularity sections over 500km. But this year the organisers are offering other options too. For those who would like an easier and less tiring rally, there is the Rally & Party option, driving the same roads and with the same timing as the main event, but finishing early in the evening so you can drop back to the hotel for a relaxing time to talk about your day's adventures. And then, ideal for those who have never done a rally before but would like to know what it is like, there is the Navigation

run – noncompetitive and with no timing, but you cover the exact same rally route without the pressure so you can bring your absolutely standard car and find out what it is all about.

For UK competitors the organisers offer their Golden Pack deal. This includes the entry fee, loads of rally goodies, a welcome party on the Thursday night, four nights accommodation and most importantly, transport of your car from the Northampton area to Palamós and back, all for €2600. The event offers fantastic roads, fantastic scenery and fantastic atmosphere. Contact me on 00 33 4 68 24 72 13 or email [pgc1@btinternet.com](mailto:pgc1@btinternet.com) for more details.

**Peter Collier**





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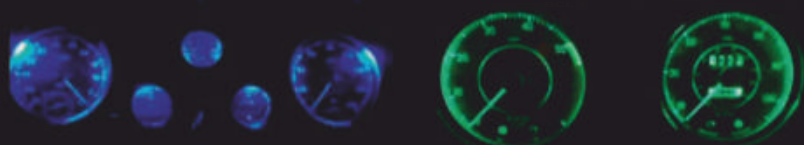
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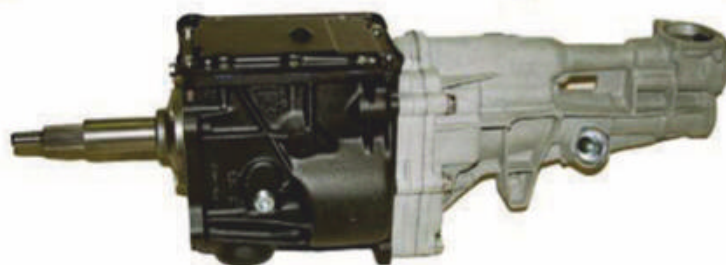
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# GRAHAM ROBSON

## LORD STOKES INTERVIEW

When Triumph celebrated its 50th anniversary in 1973, at a point when it was already submerged in the morass of British Leyland's product range, somehow I persuaded British Leyland's chairman, Lord Stokes, to talk about his thoughts on Triumph, its place in the market, and what British Leyland (which really meant him personally) had in mind for its future.

Although this was a time when TR7 design and development was forging ahead, I knew little about that still-secret project, nor could I have known that British Leyland's finances were already crumbling. The result of that chat, which was carried out in his office in Berkeley Square, London, was published in *Autocar* in July 1973.

All in all, he was tremendously bullish about Triumph's future, and the future of the worldwide sports car market. Looking back with the benefit of nearly 50 years of hindsight, from what he said it is fascinating to guess at what British Leyland might have achieved if the energy crisis and the truculence of his workforce had not tripped him up. Among many comments I taped in an hour-long conversation, he said: 'Rover and Triumph are being merged together... we are going to put all our resources at Triumph and Rover into making cars which

are better and do not compete with each other... At first, when we took over Triumph, we had a problem selling the cars. It was only when we started changing the models, and began to get the engineering and quality improved, that we began to build in volume and overcome production difficulties through not being able to build enough. We still have that difficulty – we are not making enough Triumph cars, not as many as we can sell, but there's a limit to the rate of expansion in this country. We have suffered from an inheritance of rather antiquated factory facilities...'

On the other hand, he gave me an undetailed pointer to what might happen to MG, saying: 'The whole of the MG line has been developed from basic Austin-Morris parts, and therefore it is built at Abingdon as a completely separate car. This will continue for some time to come, but again I think our intention is not to make our own products compete head on with each other, we like to slot them one above the other.'

And that was just the start of a positively tub-thumping discourse about all the future prospects the entire British Leyland business could (and should, he insisted) have, where he emphasised that the sports car market, particularly in the United States, was vital to his corporation's prospects,



that he was enthusiastic about Triumph, MG and particularly Jaguar, and that he was especially dismayed at the thought of open-top cars being banned from that vast market. At that time, of course, I could not know that British Leyland was already reeling at the idea that the still-secret TR7, the still-secret Jaguar XJS and the V8-engined MGB would all suffer from that perceived threat to topless motoring.

On the other hand, he was rather prickly and defensive about his attitude to motorsport and, by implication, the inexorable rise of homologation specials in racing and rallying, saying: 'I like competitions if I think I have a chance of winning, and I think also we have to consider what the purpose of competitions is... I believe that if you can arrive at a formula where an unmodified saloon car can be raced, this is much more interesting to the general public. I think it is also much more interesting to the manufacturer in the development sense, because this does develop a car...' His attitude to the sporting strategy of some rivals was clear, for he insisted: 'Certain companies have decided to spend enormous sums of money on attempting to win by any means, and this includes having helicopters overhead with spares. The whole element of sport has gone out of it.'

All of which explains why British Leyland had already closed the BMC Competitions Department at Abingdon in 1970, and why a credible BL Works operation of rallying (Abingdon) and racing (Broadspeed and TWR) did not really open up again until Lord Stokes was ousted from the chairmanship early in 1975. Even so, I found the entire interview enthralling, informative, and a demonstration of the enthusiasm he still had for his business, whose pressures must already have been crippling. Here was a man who had been chairman of Triumph since the end of 1963, the chairman of British Leyland since 1968, and must already have been looking ahead into the abyss of an inflationary future. Looking back on it now, I see that interview as one of the most revealing I've ever carried out.

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# IAIN AYRE

## THOUGHTS ON CLUB LIFE

Car clubs can be cheery and supportive fun, but they can also be seething hotbeds of suppressed social and political rage, erupting into palace coups and anarchic new breakaway clubs, defiantly independent and contemptuous of the old order and determined to rise above petty infighting and uphold the purity of their new mission. Until they too have a civil war and yet another breakaway faction raises its own flag and strides forth to the sunlit uplands of independence and freedom. With some models, this process can repeat itself so often that it seems there might possibly be more clubs than actual cars remaining.

That aspect of car club activity generated the imaginary Unfinished Kit Car Club, which started off as a *Kitcar* magazine spoof in which the Chairman and the President were trying to murder each other. That in turn evolved into my *Fresh Ayre* monthly column, a deluge of usually six pages of loosely connected but sometimes funny drivel that lasted for about 20 years. There were sublime moments.

'I just finished my Dutton,' came a letter, 'can I join your club?'

'No, you can't,' replied the imaginary Unfinished Kit Car Club. 'First, the club doesn't exist, and second, you just said your car is finished.' The 'Duh' was silent.

The magazine and its industry were eventually killed off by a mixture of apathy and IVA clerks. **[Nothing at all to do with your column then? – Ed]**

In 2004, a typical car club argument erupted in Florida. My friend Mike Guido, the World's Fastest Clown(.com) objected to people wanting to get in on a parade of classic Minis with big BMW new-Minis at a Mini meet organised by the Florida Mini Enthusiasts club.

'They're not Minis,' he said. 'They're way too big. Spoils the whole look of the thing.'

The official response was: 'If you don't like it, you can xxxx off and start your own club.' That seemed fair, so Guido went off and launched Classic Minis United, ([www.classicminis.org](http://www.classicminis.org)) which is now a worldwide organisation with a few chapters in the UK as well. Florida Mini Enthusiasts, in contrast, no longer has a visible website.

CMU rests on Guido's large and forceful personality – he and his delightful wife Rhonnie used to have a nightclub act involving obscene balloon animals, and for a while he had a factory ride with Nissan as a pro race driver. They let him race in a Nomex clown suit and makeup, which was rather unfair because if he bumped somebody from behind and they looked in their mirror to see a grinning clown bearing down on them, he would be past before they had time to recover.

The personalities at the centre of clubs, like duct tape, have a light side and a dark side. Some tend to impose their will on proceedings, which can and does cause friction, but on the other hand they put a great deal of energy into their clubs. There will always be a hard core of active central



members who make things happen, but they will do it their way. If the rest of the members contribute little, they can't really complain until they put some effort in too.

I'm lucky with my Canadian clubs. Having landed myself with Rolls and Bentley projects a while back, I joined the local chapter of the Rolls club, which is a good crowd. There are some wannabe snobs as you might expect, but actually very few – the members are mostly just Rolls and Bentley enthusiasts. As many are retired, event costs are deliberately kept reasonable, and politely tugged strings place the annual banquet in the dining room of the oak-panelled Royal Vancouver Yacht Club, which overlooks their marina in English Bay and the mountains behind. This is just as enjoyably posh as it sounds.

I've also been a member of the Vancouver Mini Club for 15 years, and was recently the increasingly unwilling Prime MINister for four years until I'd had enough. (If you don't go to the November meeting with excuses, you're liable to be elected in your absence.) It's a healthy club with a stable active core. The treasurer, the deputy PM and the webmaster have been in post for years, although they'd happily move over if anybody else showed an interest.

It's always worth making the effort to join in with club events, or for that matter creating them. One-day driving events, with an element of treasure hunt and no suggestion of competition, are fun to take part in, although actually I find them more fun to invent. One recent trip might impress or appal British Mini enthusiasts: it went from Vancouver to Christina Lake and back, across some medium sized mountains and excellent Mini-suitable twisties, mostly at around 70mph or as fast as the slowest car would go, flat out for 650 miles in two hard days. I still haven't replaced the suspension in Pimple the RSP Cooper, so I used my Jeep. It's hard work and fairly risky keeping up with properly spanked Minis on mountain roads in a four-litre Cherokee, but it's top fun trying.

**CM**



Iain thoroughly recommends not only taking part in club runs, but also organising them.



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# ROD KER

## AMAZING ARTWORK

A friend of a friend of another friend recently acquired a computer for the very first time, having emerged from the jungles of Borneo. Well, actually he lives in Norfolk so it could have been Thetford Forest, but let's not split hairs. Most of us are blasé about computers, but apparently he was agog as, moving on to word processors about 30 years late, he finally said hello to a silent office without Tippex and jammed keys.

So you can imagine that hooking the new-fangled computer to the internet left him speechless. No, he hadn't stumbled into one of those sites that would have made Mary Whitehouse's Filthometer explode, **[Younger readers may have to Google that cultural reference! – Ed]** he was merely tapping a few classic-related words into a search engine and marvelling at the information jumping onto the screen. Nine million links to Consul Classics in 0.42 seconds. Incredible. Whatever next – phones with no wires, cameras with no film, politicians who give straight answers to straight questions? Only the last mentioned is an impossible dream, as we know.

Google is only one element of the digital age, of course. The internet's other free resources include Wikipedia, Youtube, instant translations in multiple languages, and satellite images almost clear enough to recognise one of the other eight billion inhabitants of our planet. Cars are easy to spot from above, especially old classics because they tend to stand still a lot. Sometimes they appear twice in different places, which even Dr Who would struggle to imitate. Cleverly, my sister's family Fiat was for some time parked both at her previous

address and her new home 15 miles away. In a similar vein, my Mazda MX5 had a double existence for a long time. Sadly, the current one pictured on my drive had a rusty wing and a ripped roof when it was snapped. If only they could be swapped.

Far from turning us into couch potatoes and wasting our little lives, the worldwide web is an education, although ignorance is definitely bliss in some cases. Nevertheless, Youtube (basically a gargantuan video repository, if there are any other members of the Iceni tribe still reading) is priceless. Need to know how to do virtually anything, and someone will have posted an answer. Play the Moonlight Sonata? Mr Beethoven might not be available, but thousands of other instructional renditions will materialise.

Similarly, before tackling work on a car you'll be able to watch someone else doing the same job, right up to the point when the bloke holding the camera severed two fingers and went to A&E. Recently, after a central heating breakdown, I discovered that Americans spend a lot of time firing up faulty oil burners, sending flames shooting 6ft across their garden sheds. A refreshingly cavalier approach to Health & Safety.

However, to me the jewel in the cyber crown has to be Streetview, which can transport you to most parts of the globe, or at least all those bits accessible with a camera. Although most shots are taken from tripods on car roofs, in some areas they used boats, submarines, tricycles, snowmobiles and, if all else failed, walking. At the other extreme, images from inside the International Space Station are available!

Can you imagine the magnitude of the task of photographing every inch of Britain



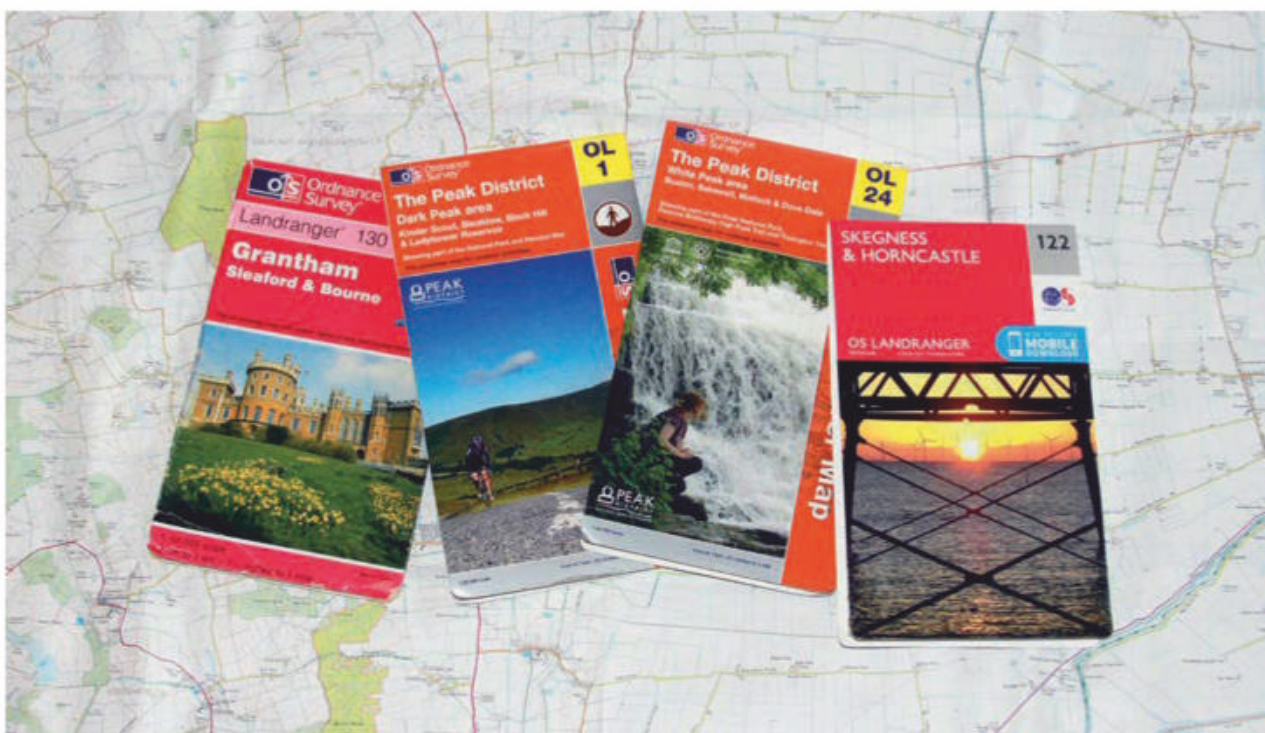
in 3D, then knitting it all together for the convenience of Joe Public? Google must be proud, but luddites might suggest that Streetview was in a sense beaten to it by a few hundred years. I'm referring to Ordnance Survey mapping, which has roots in an 18th century government scheme to keep the unruly Scottish hordes in check. Without even a dry pair of wellingtons to his name, a 21 year-old engineer named William Roy trudged around the whole of Scotland with teams of eight, surveying the land using basic but accurate techniques.

Starting in 1747, the project was finished in only eight years, an incredible feat probably rather more Herculean than Google's modern-day efforts. Once the Jacobite rebellion was out of the way, there was a fresh threat from across the Channel in France. The Ordnance Survey was expanded to cope, with particular emphasis on coasts, for tactical reasons – above all, armies needed to know where they had been and where they were going.

In the second half of the 19th century, photography and mapping science advanced, making larger scales possible. The 25-inch series must qualify as one of the largest works of art ever produced, recording amazing detail, right down to individual trees. Urban areas were covered in 10 feet to a mile scale! Most British maps have been based on OS data ever since.

Maps were in great demand in WW1. By 1918 around 20 million had been printed, some surveyed in appalling conditions on the battlefields. With the coming of peace it was realised that maps in all shapes and sizes were not only of interest to the military – motorists, motorcyclists, cyclists and ramblers all needed guidance in an appropriate format. The major hiccup for OS was decimalisation in the 1970s. What to do when faced with a one-inch map and 50ft contour lines? The renumbering wasn't elegant, but it was better than starting again. All the OS maps are digitised now, available to anyone with a computer, as a friend of a friend (etc) will, I hope, discover.

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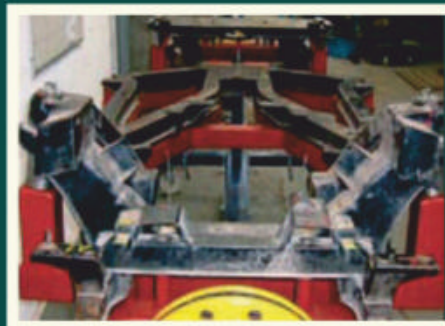
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# AN MG RARITY

**The MkIII and MkIV Magnettes have forever lived in the shadow of their illustrious forebear, the Z-Type Magnette. Sales were never strong and scrappage rates were high, but fans are now seeking out and cherishing the few that remain.**

WORDS: **ANDREW ROBERTS** PICTURES: **MATT RICHARDSON**



**Jon Langford owned an Austin Cambridge when he was 18, but he has recently climbed higher up the Big Farina tree with this MG Magnette.**

**S**ome interesting cars are misunderstood for too many years, and the MG Magnette MkIII and MkIV definitely fall into this category. Had the British Motor Corporation made the wise decision to use another model name, the Octagon-badged 1½-litre 'Farina' would have stood a far greater chance of establishing a niche. Such Magnettes are now amongst the rarest post-war cars to bear the MG name, and Jon Langford, the owner of this immaculate 1964 example, regularly encounters people who are unaware that there was ever such a car. In fact, he reports that many only seem to have heard of the Austin or the Morris, and that plenty don't know of the Riley or Wolseley variants either.

Back in the mid-1950s

Leonard Lord, the then head of BMC, commissioned Battista 'Pinin' Farina to style the new generation of medium-sized and large saloons. According to Martyn Nutland's fascinating book *Brick by Brick: The Biography of the Man Who Really Made the Mini* – Leonard Lord, the chairman had been mulling over European stylistic ideas for quite a while.

At the same time, the company also embarked on a programme of what became known as badge-engineering – a form of rationalisation that was much derided in later years, but for which there were sound economic reasons because Austin and the Nuffield Group had merged in 1952, and Lord was faced with the potentially huge financial penalties from integrating and reforming 7000 outlets for the two historically



bitter rivals in the UK alone. The solution was to use the various BMC marque names across one standard body, with minor engine and stylistic changes to differentiate between them. This was not an unknown practice in the UK – Morris and Wolseley had employed the same coachwork since the 1930s – but using five badges on the same design did mark new territory.

As a result, the successors to the Austin A55 Cambridge, MG Magnette ZB, Morris Oxford Series III/IV and Wolseley 15/50 would share the same body but wear different grilles; there

would also be a new Riley for country GPs and solicitors. The first of the line was the Wolseley 15/60 which debuted in December 1958, followed by the Austin Cambridge A55 MkII in January 1959, the Magnette MkIII in February, the Morris Oxford Series V in March, and the Riley 4/68 in April.

In terms of hierarchy, the Austin was the entry-level model, being slightly less well-appointed than the Morris, while the MG was the penultimate version before the dizzying heights of the Riley. It shared the 4/68's B-series engine with





“The Magette was promoted as ‘a pedigree saloon with debonair lines’”

twin SU carburettors, while a tachometer justified the slightly higher price of the diamond-badged Riley Farina – £1072 as opposed to £1028 for the MG Magette. The omission of a rev counter on the traditionally sporty MG marque did little to reconcile traditionalists to the new model, however!

The MG and the Riley also boasted slightly less exuberant tail fins and the Magette was promoted as a ‘Pedigree saloon with debonair lines.’ The advertisements further claimed a driver could enjoy ‘the calm you get from unruffled overtaking.’ The messages »





## READERS' CARS

### MKIV MAGNETTE

« were clear – with a Magnette MkIII you too could enjoy a standing in your local rotary club that would be denied to your average Ford Consul MkII De Luxe owner, while ‘ruffled overtaking’ was clearly the province of spivs and Ton-Up Boys. Meanwhile, BMC’s copywriters further indulged in hyperbole with promises of dashing performance in a car that was ‘sleek as a panther, urgent as an arrow.’

Even six decades ago, such claims were somewhat tenuous and unbelievable, as were the boasts of ‘celebrated Safety Fast road holding.’ In any case, the MG almost immediately attracted controversy from various flat-hatted types, who were not inclined to regard the MkIII as the true replacement for the ZB, one of the finest sports saloons of its generation. A dealer could point out the nicely equipped interior and that there was more peak torque than on the older model, but rather too many Leslie Phillips lookalikes in their club blazers remained unimpressed.

‘Dashed bad show,’ they grumbled on learning the Magnette was to be built in Cowley rather than Abingdon. A further challenge was that while the Z-series had been sufficiently differentiated from its Wolseley 4/44 and 15/50 counterparts to establish a

separate identity, the MkIII Magnette was too integrated into the Farina line-up.

In March of 1959 *Motor Sport* magazine rather snidely observed that while change was inevitable, the latest Magnette did not ‘seem to fill the individualistic niche which caused enthusiasts to regard the now-obsolete model with such warm affection.’ However, *Sporting Motorist* considered it ‘a thoroughly practical family saloon car, with space for four people and all the luggage they could require for holiday touring which, although not of inherently sporting type, performs well enough to give a great deal of amusement

and satisfaction to the keen owner.’ The MkIII was also sold in the USA, and *Road & Track* thought that ‘even though it appeals primarily to the sports-car enthusiast with a family, it is also tractable and docile enough to be eminently satisfactory for the shopping housewife.’ The late 1950s really were another world.

By 1961 BMC updated the range with a 1.6-litre engine, again with twin carburettors for the MG and Riley, a longer wheelbase, a wider track and anti-roll bars front and rear. The suspension was rather softer, and the steering was lower geared, which fitted the Magnette MkIV’s image as a

car for the middle-aged driver. Tellingly, one gem of publicity stated that the typical owner would start with a Midget, graduate to an MGA – and finally marry into a Magnette. Clearly, by the time you were ready for MkIV ownership, the driving gloves and flat hat would have been long since replaced by sensible suits and raincoats, accompanied by grumbling how *Juke Box Jury* would prove to be the ruination of the country’s youth.

By 1964, when Jon’s MG retailed at a very reasonable £892, the Farinas already represented somewhat of a backwater, as BMC’s publicity was now focused on the Mini



The interior of the Magnette is large, comfortable, luxurious and a wonderful period piece, but it could never have been called sporting.





Like the Riley 4/68, the MG Midget got twin carburetors on its 1489cc B-series engine. This grew to 1622cc for the Midget MkIV of 1961.

and the ADO16. Project ADO17 was originally envisaged as the Farinas' replacement, but when that emerged as the eventual Austin 1800 Landcrab it occupied a different sector of the market and the Corporation retained the older model in production. However, by the mid-1960s sales of the Farina were plummeting, and in early 1968 the Midget became the first of the four-cylinder models to cease production. The last Rileys and Austins were sold in 1969, while the Morris and the Wolseley lasted until 1971.

It is almost surreal to think of the MG being on sale at the same time as the first Cortina 1600Es, a car that truly belonged to a new world of concrete office blocks, dining at the Golden Egg on a Friday night and (moderately) swinging young professionals with Simon Dee/Jim Dale hairstyles. Meanwhile, back in respectable suburbia, the MG owner was probably compiling a list of his/her current *bête noires* – hippies, the Beatles, every member of the Bonzo Dog Doo-Dah Band and those smart-alecs in that Four Yorkshiremen sketch on Rediffusion London.

With the demise of the MkIV there would not be another MG-badged four-door saloon until the debut of the

Montego in 1984 (the MG1300 introduced in 1968 was two-door only). The jury is still deliberating whether the Morris Marina 1.8 TC of 1971 was a somewhat belated replacement for the Midget.

By the 1990s the Farina Midgets were as rare as a watchable edition of *The Word*, but some survived and Jon discovered his beautiful MkIV nearly two years ago. It had originally been sold to a lady in Cambridgeshire. When she passed on in the mid-1970s, the

Midget was inherited by her grandson. The MG was then, as Jon understands, placed in the family barn up until 2013. By that time the grandson was uncertain what to do with the Midget, and so he sold it to a friend of his.

That proved to be a good move for the car because the new owner treated the MG to a full nut and bolt restoration. There were few new panels fitted, but sections had to be rebuilt. The chassis outriggers and the inner and outer sills

were replaced though, while the interior and boot floors were repaired. The body underwent a full respray in Old English White.

The refurbishment also saw the engine being completely stripped. There was a new oil pump fitted, a re-worked cylinder head, an overhauled gearbox and replacement dampers fore and aft. The car also got a new brake master cylinder, brake lines and petrol lines. Inside, the MG retained its original leather seats, but there were new carpets, plus a new

»



Duo-tone paint schemes were offered on the Midget from 1962, but this one looks great in simple OEW.



# READERS' CARS

## MKIV MAGNETTE

« headlining and a wiring harness.

By 2016 the MG looked even better than the day it left the Cowley plant. It is not Jon's first Farina as he owned a 1968 Austin A60 Cambridge when he was 18, and loved it! He says of the MG in comparison: 'The twin carbs are lovely, as are the seats. There are those walnut veneer cappings on the doors and the dashboard, and that superb instrument panel. In the back, with the central rest down, it is like sitting in an armchair!' On the road, Jon feels that the Magnette is better suited to minor and B-roads than to dual carriageways and motorways, where he says you just feel 'pushed' by the other traffic.

An aftermarket overdrive might enhance the 87mph top speed of the MkIV but, as Jon remarks: 'It was never available on the Magnette when it was new, and I don't want to meddle with my car, I want to keep it looking as original as possible.' For that reason, Jon has also decided not to fit power steering to his MG, despite it being a character-building experience in towns and when parking. On the other hand, the weight of the steering is fine once you are actually underway.



The quickest way of telling the Big Farinas apart was via their various grilles.

One change that he has made is fitting radial ply tyres as they do make a positive difference to the handling. Regarding maintenance, Jon makes the very valid observation that the MG has to be properly cleaned after it has been taken out for a show because leaving dirt in place can cause an old car to deteriorate slowly.

Today, merely glimpsing the coachwork, the seats trimmed in Terracotta hide and the splendid fascia is to appreciate the innate appeal of the Farina Magnette. In September of

1962, *Autocar* saw the MkIV as 'very superior' to the MkIII and allowing 'the family man the chance to own a car with one of the most exciting names in British motoring history.' For the resident of Weybridge or New Malden who regarded the Ford Corsair as a tad Flash Harry, the Humber Sceptre as ever so slightly flamboyant and the Vauxhall VX 4/90 FC as too self-consciously mid-Atlantic, the MG was the perfect car. And for retired Majors who preferred their motoring to be slow and reflective travel, there was the optional Borg Warner three-speed automatic gearbox.

With so many chapters of the BMC saga, it is easy to point out lost opportunities for the Corporation's saloons of the 1960s and this is no exception. It should have been promoted as an extremely agreeable touring car, well-appointed, well-finished and with a certain Italianate verve. In a parallel universe, the 1964 Motor Show would have seen the debut of the Magnette MkV powered by the 1.8-litre MGB engine, and with all-disc braking and overdrive as standard. Such an MG would have enhanced the many charms of the Farina, while providing a more conservative alternative to the Rover P6 and the Triumph 2000.

As it is, the surviving examples of the MkIII and MkIV are a fascinating aspect of the MG story. In the words of the advertising copy: 'The family motorist above all needs a Magnette.' This July the MG served as transport at the wedding of Jon's daughter, and at other times it naturally fulfils the ad copywriters' promise of causing 'heads to turn and pedestrians to give the thumbs up sign!' And such responses are entirely natural when in the presences of one of the most exclusive MGs on the road. **CM**

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Strangely, the Magnette retained its rear fins in MkIV guise, whereas lesser models saw theirs reduced.





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# REINVENTING THE PAST

This may well be the newest car you ever see featured in *Classics* magazine, but we hope you'll agree that Morgan's 21st Century return to three-wheeled motoring is pretty close to being an instant classic.

WORDS AND PICTURES: SIMON GOLDSWORTHY







Goggles are essential, but with its non-standard screen Ian's M3W is more comfortable than you might think.

**H**.F.S. Morgan built his first three-wheeler in 1909. The final Morgan three-wheeler with the now iconic V-twin engine up front was made in 1946, and the last of the 20th century production three-wheelers to roll out of the Malvern factory was a four-cylinder F4 in 1953. However, Morgan aficionados tend not to refer to the cars by their engine types, but rather to the number of forward gears they possess, so the twins are two-speeders and the F2/F4 are three-speeders. Well, why buy a Morgan and then do things the same way as everybody else...?

However, that was not the end of the Morgan three-wheeler story, as the car in these pictures clearly shows. But while the Malvern company stunned the automotive world when it exhibited the brand new M3W (Morgan Three-Wheeler) at the Geneva Motor Show in 2011, this story really starts with a guy called Pete Larsen in Seattle at the turn of the century. Larsen

made a living from building retro sidecars for Harley-Davidsons, and was keen to buy a Moto Guzzi-powered Triking. When his search proved fruitless, he decided to build a Harley-powered trike for himself, called it the Liberty Ace and put it into limited production.

That is rather glossing over the years of hard work that went into developing the Ace, but we need to move the story swiftly on to 2009, when Larsen's project had caught the interest of various people at Morgan. They were no longer able to make Morgan cars drive through all the legislative hoops required to sell them in the USA, and that had got some of the management team thinking seriously about re-entering the market the company had left back in 1953 – a three-wheeler would be classed as a motorcycle rather than a car, and so subject to different (and much less onerous) rules.

Within two years the Morgan Motor Company had bought the rights to the Liberty Ace,

redeveloped it and exhibited their new M3W. And when I say redeveloped, I mean 'extensively' redeveloped. In fact virtually nothing of the Ace was carried over directly into the M3W, but that level of re-engineering is typical when moving from a prototype to a production model and it is important not to under-estimate the contribution made to the whole project by Larsen's creation. After all, the Ace was still a vital part of the development process and it probably saved Morgan two years of development time – without the Ace there might never have been an M3W at all.

Some of the changes made by Morgan were unavoidable (such as the transmission changes outlined below), some were forced on the company (for example, Harley-Davidson declined to sell Morgan engines), and others were done for stylistic reasons (the growth of the front wheels from 16in to 19in could be classed in that category). Not all of the changes Morgan made worked out, and certainly they messed up on the steering geometry, but as Peter Dron says (perhaps with tongue slightly in cheek) in his excellent book *The Morgan 3 Wheeler – Back to the Future*, they did all this on a development budget 'estimated to be around £200,000, which is about the cost of a redesigned rear-view mirror at Ford or General Motors.'

First though, let's look at the engine. Larsen had used a Harley-Davidson unit in his Ace, but the Wisconsin company were unwilling to supply Morgan for



The M3W currently retails for a shade under £40,000, so it's fortunate it is so much fun to drive!



**“An aggressive bark at idle rattles your rib cage as much as it bangs on your eardrums”**

« a larger production run. Moto Guzzi were also approached, but at the time Morgan were predicting a total production run of between 200 and 400 examples, and that was too small for the Italian firm to offer acceptable terms. However, Harley-Davidson did suggest that Morgan might try a company called S&S Cycle, who were also from Wisconsin. They made an air-cooled V-twin in three large capacities mainly for the custom bike market, all of them pre-certified with the USA's Environmental Protection Agency to be emissions-compliant. Morgan duly followed this advice, and an agreement was made to buy the X121 engine at a shade under two-litres (or 121cu.in. – hence the name).

That might have solved one problem, but it created another. The Ace had used a simple transmission system based on a Honda GL1800 Gold Wing motorcycle's shaft drive, but this was so offset to one side that it severely limited seat space on the right of the car, making it unfeasible to build the car as righthand drive. Morgan's solution was far more complex, but allowed for RHD as well as LHD options. They fed power to a Mazda MX5 gearbox (hence the new cars are referred to in

Morgan Three Wheeler Club circles as five-speeders), from which a short propshaft led back to a Quaife 90° bevel gearbox. An output sprocket on this pulled a big 1.5in toothed Kevlar belt, which in turn drove the single rear wheel.

So far so good, but while to the uninitiated the S&S engine may look similar to a Harley unit, it is not identical. For one thing the Harley engine has its cylinders set at 45° whereas in the S&S the angle is 56°. A more crucial difference is that the S&S unit lacks the Harley's harmonic balancer shafts, and its uneven firing pulses can create vicious torque spikes. What this means in practice is that it can destroy any drivetrain to which it is attached, even potentially a box as tough as the Mazda unit.

To cushion the drivetrain from these torque spikes, Morgan initially developed their own coupling to sit between the engine and the flywheel and absorb some of the pulses. This quickly proved unequal to the task, so they next adapted a Harley-Davidson compensator. That was an improvement, but it too failed in service. Eventually Morgan got a coupling from a company called CENTA and that appears to have done the trick.

There were other problems,

including poor steering geometry that resulted in unacceptable bump steer on the early cars and a chassis that was insufficiently braced and so prone to cracking. But the positives far outweighed the negatives, and the M3W was a runaway success from the very beginning – Morgan sold 438 of them in the first full year of production alone.

One of the first customers to plunk his money down was retired aircraft engineer Ian Brett, owner of the 2013 example in our pictures. At one point Ian had been well into his Gilberts, then moved on to more modern cars from Lotus, but always had a hankering for a three-wheeler. That came from watching the classic Morgans racing at Cadwell Park with the VSCC and trouncing far more illustrious opposition from the likes of Bugatti and Bentley.

Ian couldn't afford the real thing at the time, so he put his engineering skills to good use and built a couple of JZRs, which look similar to a Morgan – one was powered by a Honda CX500 engine, the other by a Moto Guzzi SP1000. They didn't handle brilliantly, but then he got a Grinnall Scorpion with the K1200RS BMW engine. That was a well-sorted trike which handled brilliantly and was very quick.



Finally, as a retirement present to himself in 2012, Ian decided to get the real Morgan deal. He was tempted initially to look for an original three-wheeler from the 1930s, but wanted something that he could use for long touring trips and soon decided that the new M3W would be just the ticket. And it was new – they had only just released the M3W when Ian put in his order. The infamous ten-year Morgan waiting lists were a thing of the past, but the company had been surprised by the amount of interest in their new baby and so Ian did have to wait 18 months before taking delivery.

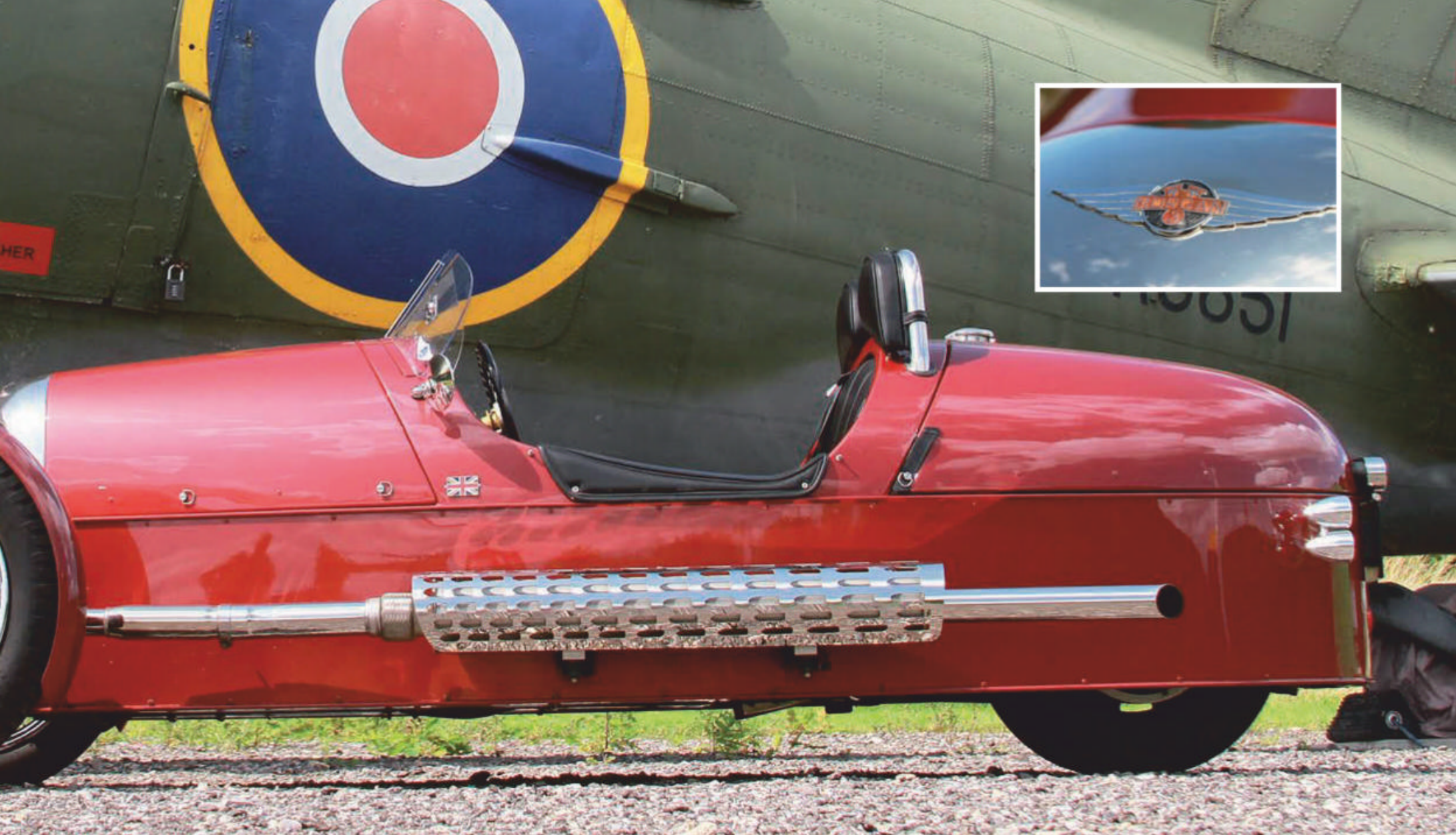
'I can't really explain why the M3W was such a hit,' says Ian. 'I do know that all the people who have them really enjoy their cars as they are so much fun to drive. It is probably the most conspicuous car I have ever driven – people can certainly hear it coming from a long way away, and then when it arrives the reactions are usually thumbs-ups and smiles. That can even be a hazard on motorways and dual carriageways when you go to pull out and find that somebody is sitting in your blind spot, filming you on their phone. That happens a lot – we must be on hours of YouTube videos.'

Ian has made a few discreet tweaks to his car. 'For the first two years it had to go back to Morgan for servicing and



Ian has fitted taller aftermarket screens instead of the original aeroscreens for more comfortable touring.





warranty work, so in a strange way I was quite glad when the warranty ran out because then I could start to modify things,' he says. 'In standard trim my M3W would have been 82bhp. I've got it up to around 100bhp with different air filters, exhausts and an ECU remap. You can go further, but then you start to run into problems with the transmission, and really you don't need more power than that. I have also fitted a bigger screen, cut out a glove box in the dash, added USB chargers and made a number of minor upgrades to improve reliability, such as a better fuel pump.'

Ian has also, like many owners, retrofitted later improvements that Morgan made to the design and offered to existing owners at a price rather than issuing a recall and fitting them under warranty. This includes the erroneously named 'Comfort Kit' which was really designed to reduce the bump steer, and also the Urban Cooling Kit that was standard from January 2014.

This latter modification was necessary because the S&S engine would have been an in-line V in a bike, but Morgan had turned it through 90° for the M3W. In certain conditions that could cause excessive temperature gradients across the cylinders from one side to the other because the cooling fins had been designed to cut

through the air in a different orientation. The UCK is essentially a cooling shroud to duct air to what is now the back of the cylinders, and when the car drops below 10mph the ECU switches on a cooling fan to blow air onto them.

Naturally, I was very excited to have a run out in this M3W. Getting in and out is not too difficult, but you do have to think about what you are placing where. I wouldn't like to do it with a dodgy knee, but Ian points out that plenty of owners are on the elderly side and seem to manage fine. Perhaps it is a knack you need to develop.

Once settled in position, Ian fires up the engine and the assault on your senses is immediate. There is an aggressive bark from the exhausts at idle that seems to rattle your rib cage as much as it bangs on your eardrums, and you'd swear you can feel each pulse from the engine thumping into the small of your back. Manoeuvring out of the garage and onto the road is made trickier by the ludicrously small steering lock, but at least visibility is superb all round.

And then we are away and it all starts to make total sense. Acceleration from 0-60mph is realistically achievable in around seven seconds, the need to change up into third knocking it back slightly because the ratios are better suited to the



**The aluminium bracket at the inboard end of the upper wishbone corrects the steering geometry and drastically reduces bump steer.**

road than to headline-grabbing sprint figures. The noise and your exposure to the elements make actual numbers irrelevant though, as you really do feel like you are flying.

S&S recommend that to avoid lugging the engine, you should aim to stay above 2700rpm. Certainly from 3000rpm the noise and the thumping from the engine smooth out considerably, though they do start to return as you head into the 4000s.

'To be honest,' shouts Ian, 'it drives a bit like a turbo diesel, with bags of torque and quite a narrow power band. It doesn't like to be revved above 5000rpm, while below about 2500rpm it is not especially happy and the transmission starts to get a little shunty. It is

happiest around 3000-3500rpm because then it smooths out a lot, and that happens to correspond to round about 70mph in top, which is perfect for the motorways.'

Motorways – surely this is not a car for motorways? 'It is surprisingly comfortable even for long distances,' maintains Ian. 'Many of us in the club have done trips to far flung parts of Europe with group trips to Switzerland, Norway and Spain. Some have even shipped cars to New Zealand and the USA for tours. Several M3Ws have accumulated over 30,000 miles in their short lives. I did these trips with my wife as passenger *and* got some luggage in without resorting to a rack; some of the luggage was even mine! Many





**“It is a visceral pleasure that wraps you up in the moment”**

« owners are ex-bikers, and we think of it as a well-equipped, spacious motorbike rather than a small, poorly equipped car. We have driven over 500 miles in a single day on some previous trips abroad, and it has not been too bad. 300-400 miles in a day is probably more comfortable, though. There is no stereo and you must shout to each other to be heard, but when the engine sounds this good, what else do you need?'

What else indeed, although packing for such long trips takes care and a Spartan nature. Open the boot and you'll find most of the room is taken up by the 15in Rimstock car wheel, with just a little room left on either side for small and squashy bags. There is room for another soft bag at the end of the passenger footwell, and you can put another small one under the passenger's knees, but if that is not enough for you, the next step is to fit a luggage rack on the back. Allegedly, having a bag on that reduces some of the buffeting!

Fortunately we are not putting the car's long-distance credentials to the test today, but instead enjoying it on some of the UK's rural B-roads. On these, the steering proves to be fairly direct, with no power assistance but remaining light

on a 500kg machine with skinny tyres despite having a small steering wheel and that heavy S&S engine hanging out the front. The front wheels are 19in wires from MWS in Slough, (MG TA items in fact,) fitted from the factory with Avon tyres designed for sidecars. Like many owners, Ian has switched to Blockley racing tyres, which have stiffer sidewalls and so give less slip. With such small contact patches the predominant characteristic is always going to be understeer on the limit, though.

'Some people do fit motorcycle tyres,' says Ian. 'In a way you don't want the rounded profile of a motorcycle tyre because the M3W doesn't lean in the same way as a bike, but they do seem to work well because you can get seriously sticky rubber designed for motorbikes. They might not last long, but they do burn brightly.'

Perhaps that is best left to the racers and track day warriors though, because on the road Ian's car feels fast and exhilarating, a visceral pleasure that wraps you up in the moment and makes you forget the everyday. Clearly he is delighted with his car, especially now that he has completed some of the development work that Morgan had left unfinished in



**The S&S is a thumping brute of an engine, two air-cooled cylinders producing 82bhp at 5250rpm and 103lb.ft at 3250rpm in Euro 3 trim.**

the early years. However, I did wonder what sort of welcome the M3W received in the Morgan Three Wheeler Club because my experience is that in many clubs, people who have an original car can look down their noses at anything later and easier to own.

'There was probably a little bit of that initially,' concedes Ian, 'especially when some of the first owners never did anything more technical on their cars than put petrol in the tank. But I think people have now realised that many of us M3W owners are doing a lot of our own development and maintenance, and as a result they have become far more accepting. There are owners who have no interest in how their car works and are happy to have it cared for by a garage; if you get a car that is properly sorted, then that is certainly a viable option, but I think it does help to be at least a little hands-on with the spanners.'

'It helps with the acceptance issue that the supply of original three-wheelers has been severely

limited for so many years, meaning that it was difficult to attract new blood into the club. They were naturally cautious initially, but soon realised this was in fact a rare opportunity for the club. There is now a very active forum which is popular among the M3W guys. I am the club liaison for the five-speeders, and I pick out the most relevant discussions and make sure that those members who are not online can read about it in the magazine too.'

So all in all, everyone is a winner – the club with previously limited growth potential gets an unexpected influx of new cars and new owners, people like Ian get the car of their dreams, and Morgan have yet another unexpected sales success on their hands! Full credit to Pete Larsen for kickstarting the project, to Morgan for putting it into production, and to people like Ian for polishing off the rough edges to turn what was initially something of a rough diamond into such a sparkling jewel. **CM**



Most of the 'boot' space is taken up by the rear wheel, but you can buy a rack to go on top for extra luggage.

**Thanks to Metherringham Airfield Museum in Lincolnshire for the photo location. This was an RAF base during WW2, and is now a memorial to the crews of 106 Squadron who flew from there, but many of whom never returned. The Dakota in some of the pictures was acquired by the museum four years ago, and Ian is helping to rebuild it as an additional attraction for visitors alongside the displays from 106 Squadron. The museum is open on Wednesdays, Saturdays and Sundays during the summer season of April through to October. Check it out at [www.metherringhamairfieldmuseum.co.uk](http://www.metherringhamairfieldmuseum.co.uk)**



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# GOING BALLISTIC

**Fast Fords have rocketed in value over recent years, but we are bringing you a two-for-one extra value feature with this superb pair of Sierras – Steve Long's first generation 1987 Sierra RS500 Cosworth and Jason Cunnington's second generation 1988 Sierra Sapphire RS Cosworth.** INTERVIEW AND PICTURES: **SIMON GOLDSWORTHY**

**E**very marque has its devotees, but few are as fanatical as those who have pinned their colours to Ford's mast. Steve Long and Jason Cunnington are no exceptions to this rule, but before we ask about their immaculate cars, we should probably start with a very brief Sierra history lesson for those who are – if you'll pardon the pun – not up to speed with fast Fords of the 1980s. Don't worry though, because we will keep it very brief!

The Sierra was a replacement for the venerable Cortina family, and debuted in 1982 as a three or five door hatch, plus an estate. There were various engine options, but top of the sporting tree was initially the XR4i, replaced from 1985 by the more sure-footed XR4x4.

However, in July 1986 a new high-performance version, the Ford Sierra RS Cosworth, was introduced. With a turbocharged 2.0-litre engine topped by a Cosworth DOHC head, this beast put out 205PS, which was heady stuff in the mid-1980s. But even that was topped by a limited run of homologation specials in 1987 – the 227PS Sierra RS500 Cosworth, which received a number of mechanical mods that Ford reckoned they would need to make the Sierra competitive in Group A racing in Europe, and a few styling tweaks carried out by Tickford. In race trim the power was doubled to 550PS, and it proved almost unbeatable in Touring Car racing.

A major face lift in 1987 saw the introduction of a new

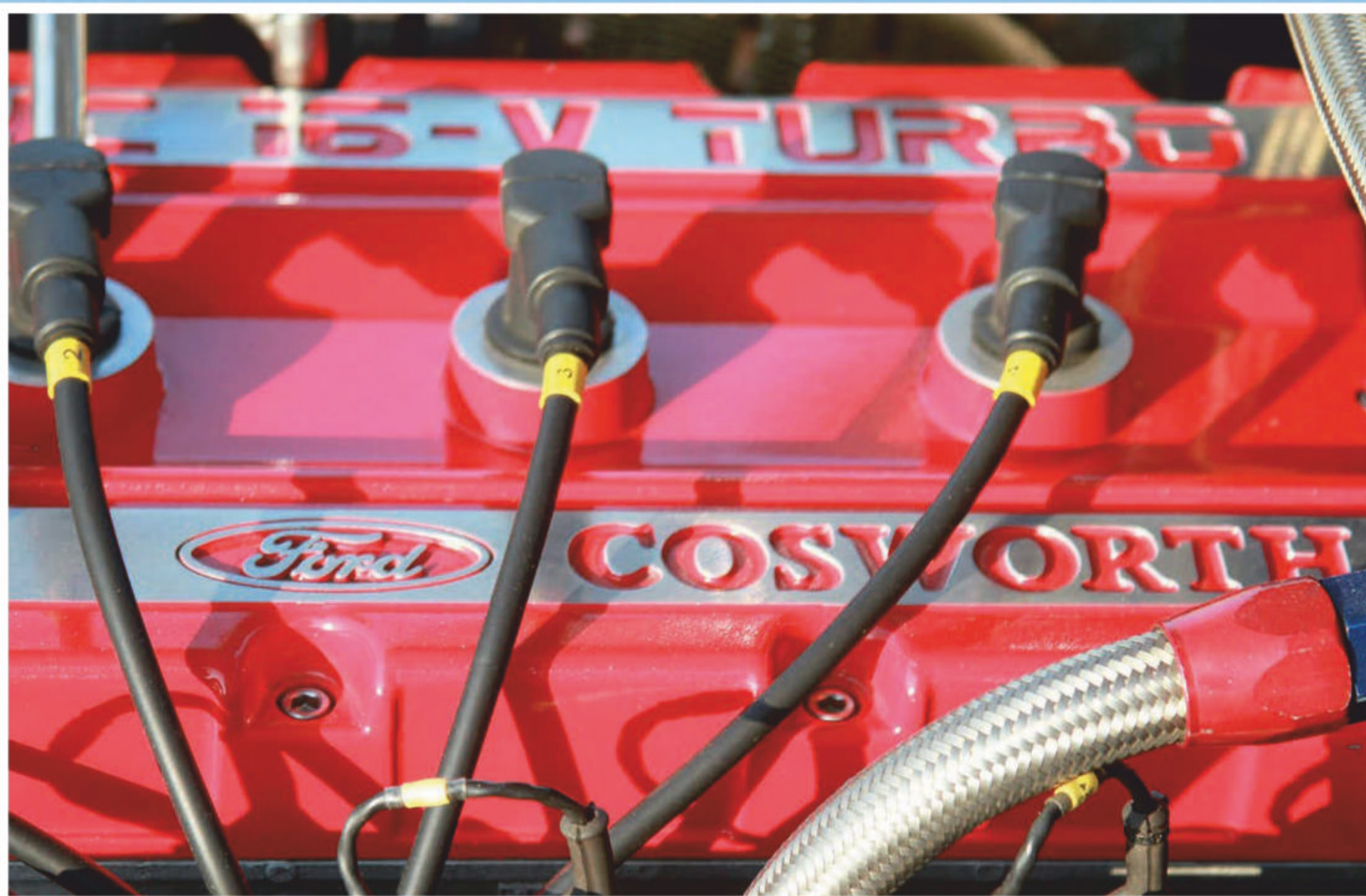
four-door Sapphire saloon body alongside the hatchback and estate. After 5545 RS Cosworth hatchbacks (including the 500 homologation special RS500s) had been built, Ford switched to the Sapphire's saloon body from 1988 for their flagship sporting car and over 13,000 of these Sierra Sapphire RS Cosworths were built, followed from 1990 by a further 12,250 examples of the Sierra Sapphire RS Cosworth 4x4. On track, the Sierra was no longer as dominant as it had been initially, so from 1992 Ford switched their focus to the new Escort RS Cosworth, although in truth this clothed the Sierra's running gear with a body that was only styled like the contemporary Escort. For road use, the Sierra was replaced by the Mondeo from March 1993.

OK, that's enough of the history lesson. Let's now turn to the two incredible examples you see in our pictures – Steve's RS500 and Jason's Sapphire. Both cars are immaculate inside and out, and both feature race-spec engines with documented power outputs north of 500bhp. Coincidentally, both have been with their present owners for nearly 20 years, although both guys have Ford roots which go much further back than that.

**STEVE:** We both grew up with Fords because our dads had them. My dad had a Mk1 3-litre Capri. It was deadly in the wet, didn't handle too well and wasn't great at stopping either, but I remember as a kid being thrown about in the back of that and it was awesome. »







*“ In the past I've been taken out in cars that I lusted after only to be disappointed, but the Sierra has always lived up to the dream ”*







The RS500 was a homologation special built to qualify a number of engineering tweaks for racing. Steve has not been afraid to continue this modification path and has certainly not been a slave to originality.

« **JASON:** My dad had Corsairs, a Mk3 Cortina, then a 2.0-litre Ghia Mk5 Cortina that I learnt to drive in. A friend of mine had a Mk1 Sierra Cosworth at the time and took me out for a ride. I was just blown away by it, but as an 18 year old I couldn't afford one of my own. However, I did get an Escort RS Turbo when I was 19. Back then it cost something like £2500 and the insurance was about £1400, but I lived at home and the car was what I spent my money on. I kept that car for eight years and completely stripped and rebuilt it. Then in May 2000 I finally got my Sierra Cosworth Sapphire.

**STEVE:** I bought my RS500 in October that same year. I'd already had two Sapphire Cosworths, having worked my way up through things like an XR2 and an XR3i. One advantage of working your way up through the models like this is that it means you learn to drive the cars properly. Who knows what would have happened if we'd been able to jump in right away with a Cosworth – probably killed ourselves! The car I wanted initially was an RS200, but when I went out in one, I didn't like it at all. I've done that a few times, being taken out in cars

that I lusted after only to be disappointed, but the Sierra has always lived up to the dream.

**JASON:** Harvey Gibbs at Supreme Car Services (SCS) in Peterborough is the Cosworth guru, and I always used to take my cars to him. He would take me out in various cars, and I would always come away hugely impressed with the Sierras so I knew they wouldn't disappoint.

**CM:** Do they have any vices? They do seem to be a fairly unusual combination of radical performance and practicality.



Steve and his partner Carrina are both big fans of fast Fords and – like Jason – enthusiastic members of the RS Owners Club.

**STEVE:** In standard form they have their faults. Head gaskets blow if they are poorly maintained, just as they will on any car that is neglected...

**JASON:** ...but the engines were advanced in many ways. Back in the day, 550PS from the Touring cars was unheard of, which was why they were so dominant.



That whale tail spoiler was a controversial but aerodynamically effective feature of the Cosworths. The RS500 gained a lip, and a lower spoiler too.





**STEVE:** My engine has been built to Group A Touring car spec, so among many changes it has the stronger block, a ported head by Nick Waples and an ECU that's been modified by Ahmed Bayjoo, both very respected names in the Cosworth world. It had already been modified to 500PS by a previous owner and then sold to Harvey Gibbs. I'd been looking at another RS500 and asked Harvey to inspect it for me, but he said I'd be better off just buying this one from him. So I did – it cost me £13,500.

**JASON:** I bought my car off a friend. I'd looked at several, but even back then trying to

**The numbered plaque on the dash identifies this car as number 448 out of the 500 RS500s converted for Ford by Aston Martin Tickford. Only 56 of them were painted white – 52 were Moonstone Blue and the rest black.**

find a good car was a bit of a nightmare. I couldn't afford a three-door, but I ended getting this one for £6500. It had already been taken to 330PS, which was crazy enough given that I was only 25 at the time. I knew that the engine was

tired, but I drove it for a couple of years like that and then had it rebuilt. At that point we bumped it up to 385PS.

I then drove it for nearly 15 years and it never missed a beat. By that time it was getting tired once more. I had just turned 40

and decided that I really wanted the full 500PS. A lot of people these days are trying to put the cars back to original, but for me 500PS was always the pinnacle to aim for. Unless you are trying to make a profit on the car, I don't see the point in sticking





# READERS' CARS

## SIERRA COSWORTHS



Jason's car is a continually evolving masterpiece of engineering. It now has the full race-spec engine putting out more than 500PS courtesy of Cosworth specialist Harvey Gibbs, and the handling to take it.

« rigidly to originality because these are first and foremost drivers' cars. There are no driving aids, no traction control or anything like that, so if you mess up it is going to hurt. They reward controlled driving.

**CM:** Can you tell the difference between 385 and 500PS on the road? Surely once you reach a certain point, any more is just superfluous?

**STEVE:** Oh yes, you can notice the difference. When Jason went from 330 to 385PS, it made a massive difference on the road. Going from 385 to 500PS puts it into another

league again. Because we have both learnt how to drive, we've gone through the stage of wanting stereos in the car and now it is all about the mechanical feedback. You are always listening to what the engine is telling you. Put your foot down and you are listening for the turbo to come in...

**JASON:** ...because they are crazy quick when it comes in and if you do not keep your wits about you, they will catch you out. People just don't realise how ballistic these are. Not that we drive them like hooligans.

**STEVE:** We've been there and done that. Back in the early



days we used to do track days when we would push them to their limits. I look back now and wonder what we were thinking!

**JASON:** In their original form, when the engine comes on boost there was so much power that the rear wheels would splay out. The cars would then scamper about a bit. On the Touring cars, Ford modified the rear ends, and we have copied that on ours. But these cars drive so well now because we have gone through



The Sapphire RS Cosworth got a more discreet rear spoiler. Here Jason is pictured with his son, Finlay.

them from end to end. You can't just change one thing in isolation. We've done engines, brakes, suspension, steering – everything.

**STEVE:** There is a massive difference between our two cars though. Mine was done years ago, but Jason's has been continually modified and upgraded and the difference in the technology available between 15 years ago and today is huge. I've got quite a bit of turbo lag on mine for example





## READERS' CARS SIERRA COSWORTHS



Turbo boost and oil pressure gauges on the screen pillar hint at the potential lurking under the bonnet, but otherwise the cabin is very restrained.

that is pretty much eliminated on his car. I'd love to have what he has because although the two cars are putting out similar amounts of power, the difference behind the wheels is like the difference between night and day. Jason has instant power, mine takes a moment to wake up. I remember once being at the lights and a little Mini beat me off the line because there was so much turbo lag on the Sierra.

**JASON:** The difference in transient lag between the turbos of 20 years ago and the ones today is huge, but making the most of the new technology also requires updated cams, electronics and everything else. Then again, Ford asked Garrett to design the original T4 turbo with racing in mind, so when you get up to 5000-7000rpm there is still nothing that can match it. On the road though, when you are not constantly in

that kind of rev range, it takes a little while to wake up. Mine has a GT3071 turbo and it is putting out nearly 400lb.ft of torque from 3000rpm, so it drives very differently to Steve's car.

**STEVE:** I think Jason's car drives better than mine, and if I won the lottery I'd be banging on his door right away asking to buy it.

**CM:** Surely you would need a lottery win these days to buy

another Sierra Cosworth of any kind?

**STEVE:** It is true that the values have got very silly since we bought ours. People look at the cars and say that we must be very rich to own them, but it is not like that at all. We always had to work like crazy to save up enough money for the next job on them. When you are so passionate about them though, it always seems worth the work.



# READERS' CARS

## SIERRA COSWORTHS

**JASON:** The weird thing is that whatever money people are asking for them, they are still Ford Sierras underneath, and yet I've just done a valuation for mine at £35,000. Even that is conservative, because I reckon to build one exactly like it would cost over £50,000.

**STEVE:** At the moment RS500s are fetching between £75,000-£100,000. This is just crazy. The problem is that even though we bought ours before the price inflation set in and neither of us has any plan to sell, the high values do change the way you view them. Mine is chained to the floor with anchor points, it has three alarms on it and more.

**JASON:** The big thing over the last couple of years is that people will put a tracker on your car at a show so they can find out where it is stored. I always check underneath my car before leaving an event.

**CM:** Does that take some of the fun out of it for you?

**JASON:** In a way, I suppose it does because you always have to have your guard up. It is a horrible thing, but then again you can't let it stop you from enjoying the car.

**STEVE:** That is where being part of the Fenland Group of the RS Owners Club is so good. I was reluctant to join initially



because I never saw myself as a clubby person, but there are so many benefits – not just cheaper insurance, but help and advice is always available, and when we go to shows, we go as a group so there is always somebody around to keep an eye on the cars without one person having to be chained to the spot.

**CM:** Perhaps it is not just other people's attitudes that change the way you treat the cars, but your own attitudes too? For example, when we met up for the photographs your cars looked immaculate to us, and yet you guys then spent half an hour going over them before we started shooting. Does this mean that they are now so perfect, you can't use them as much as you would like?

**STEVE:** I don't think we would ever want to stop driving them, but don't forget that we are older now and not interested in doing donuts, we just like to keep the cars looking their best. I've got a cupboard full of polishes and cleaning products, and I've always had another car on the road and never used this one as a daily driver. However, I must admit that when we have arranged a trip out, I do keep an eye on the weather and if the forecast is bad, I don't take the RS out. I've always been very protective of it, though.

**CM:** OK, so if we could give you £3000, maybe £5000 at a push, what car would you buy that you could use regularly, one which still gave you that classic enjoyment factor but which you could leave in a supermarket car park if necessary?

**STEVE:** I would probably get a V6 Mondeo, the ST200, which is a cracking car.

**JASON:** That's difficult. I reckon I'd get a Mk6 Fiesta ST.

**CM:** It is interesting that you are both sticking with Ford, but are happy to move into a more modern era.

**STEVE:** Well £5000 wouldn't buy you much in the way of a classic Ford these days! Perhaps if I went for something like a Vauxhall Astra for example...

**JASON:** I'm sorry, but I could never have a Vauxhall!

**CM:** Which does rather bring us back to where we started, with the passion that Ford can generate among its fans. Perhaps this is as good a place as any to stop!

CM





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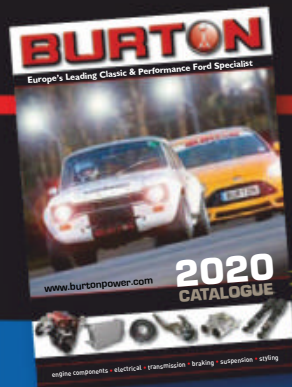
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# A CHEEKY CHAPPY

**The Austin A30 and later A35 are tiny by today's standards, but back in the 1950s they were everyday transport for many a family. With all the charm of a puppy they had a tendency to worm their way into owners' affections, and Ray Lewis' lovely 1957 example is no exception to this rule.** INTERVIEW AND PICTURES: SIMON GOLDSWORTHY







Amazingly, Austin managed to squeeze four tiny doors into the A30/A35 shell, but Ray thinks that it looks much better as a two-door.

**T**his Spruce Green Austin A35 two-door Deluxe was built on 19th November 1957, and sold new by Aberdeen Motors Ltd on 17th March, 1958. The current owner is Ray Lewis, and he has traced much of its history from new. The first owner was Alexander Johnston, and he sold it to his nephew Peter in the mid-1970s. It then passed to Peter's daughter Janet and her husband Donald in 1987. At this stage the car required some restoration, but nothing too extensive – the front panel needed some new metal and a touch of paint, plus both sills were replaced.

This work was done over a couple of years, and the car was MoT'd and back on the road in July 1990. Janet and Donald then used it for local rallies, but didn't add much to the minimal mileage – it was recorded at 10,388 for the MoT in July 1990, and it still only had 10,743 on the clock when it was MoT'd in September 2002! By this time it had been sold out of the family in March

2002, and then passed through a few more hands before Ray bought it in January 2016, by which time the mileage had only crept up to 16,000.

It has yet to click over 20,000 miles, and that shows in just how fresh and original everything looks. The faces and needles on the gauges look like new, and very little has been changed or added. The Rexine interior trim is original and in perfect condition, the dash has not had any holes made for extra dials or switches, it still uses the original key and the engine and gearbox are the ones it came with from Longbridge. Carpet has been fitted instead of the rubber mats and the original headlining has been painted at some point, but the only other changes are sensible and discreet tweaks such as a 1¼in SU carburettor, windscreen washers that were fitted early in the car's life, a taller-g geared differential from a Morris 1000 and radial ply tyres instead of crossplies, all changes that were made before Ray's ownership.



The A30 had been introduced as the new Austin Seven in 1951, marking a return for the Longbridge firm to the small car market. The move had been inspired by the success of the Morris Minor, but the baby Austin was far less adventurous than its rival from Cowley had been in 1948. It did, however, bring Austin into the world of monocoque construction and it also introduced a new OHV 803cc engine that was to

become the legendary A-series. Not everything was forward looking though, and basing the new car's dimensions on the late 1930s Austin Seven Ruby saloon is what gave it such diminutive proportions.

The A35 arrived in 1956 with a bigger 948cc engine and larger rear window, but the same tiny overall dimensions. Yet while they may look toy sized from the outside, when you are sitting inside Ray's fine

»



It might not be ideal motorway transport, but the A35 is an eager performer on A roads.



« example – certainly in the front seats – it does not feel anything like as small. The back is more cramped, though. It will take two adults at a pinch, but is ideally suited to two children.

'Lots of people come up to me at shows and say that back in the day they drove on holiday to Cornwall or some such destination in one of these, with three kids in the back and all their suitcases on board,' says Ray. 'I always wonder how long it took them

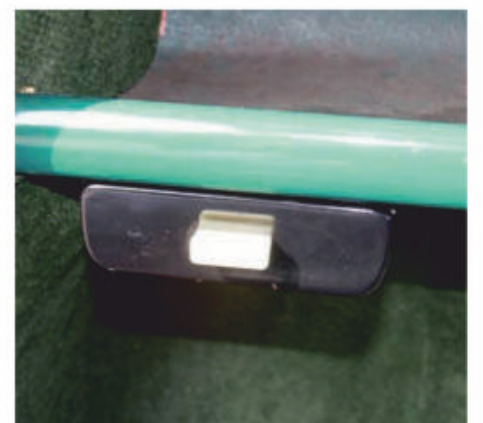
to get there! But then again, the car was designed for the roads of the day and top speed was largely irrelevant as you never got far before hitting the next town or village and having to drive through its centre, even on major trunk roads. The centrally-mounted non-cancelling indicator switch is something everybody comments on, because parents used to let their children turn that on and off.'

As well as the indicator

switch, there are lovely period styling details everywhere you look, the kind of thing you really miss on a modern car like the chrome sidelights on top of the wings, the detailing around the instrument binnacle, the clearly labelled switches for heater, wipers and panel lights. The door windows feature the most basic but most effective opening system ever invented – a little glass block that you use as a handle to slide the window up or down. It is

counterbalanced and moves so freely that I nearly put mine up through the roof when I closed it. And when you lock the door, that also locks the window in position so that people can't open it from the outside.

'My car is the Deluxe, which got you two ashtrays, opening rear windows and bumper over-riders,' says Ray, 'plus I believe you got sun visors, though there is some debate as to exactly what was and what wasn't exclusive to the Deluxe.



How many readers can remember being allowed to work the centrally-mounted indicator switch as children?





The 948cc A-series engine in the A35 produced 34bhp at 4750rpm and 50lb.ft of torque at just 2000rpm.

It didn't leave the factory with a heater, but there is one which I think was a dealer fit that works surprisingly well.'

Fittingly, Ray used to run pre-war Austin Sevens in the past, but was finding other drivers were hassling him on the road. 'I wanted something that was still small enough to fit in my garage, but a little newer and more capable on today's crowded roads,' he said. 'I wanted to stick with Austin and had always fancied an A35, but perhaps it is just as well it took me a long while to get one because if I'd had it as a youngster, I would have pulled it about and made changes. This one is very standard, and that suits my tastes these days now I've grown up!

'I wanted a good car I could enjoy and maintain, not a major project. I'd never driven an A35 before, but I fell in love with this one as soon as I saw it. Some people might look at an A35 and think that if I wanted a car which was more capable in modern traffic, then this was probably not the best choice, but it all depends where you are coming from. The Austin Seven would cruise at 40mph, but at anything over 30-35mph it was hard work to drive. In the A35 I can sit happily at 50-55mph. That lifts me into

the same speed as many lorries, which is far more comfortable.

'The brakes are a hydro-mechanical arrangement, with a single rear cylinder by the rear axle that operates a rod for the back brakes. Some owners find them inadequate and fit Sprite or Midget brakes, but I find them fine. Perhaps that is because I was coming from tiny cable-operated brakes on the Seven. It is the same with the 948cc engine – it's capable of being uprated and tuned,

but I like to run it in standard form. Not that I am interested in concours, I just love owning and driving such a beautiful and highly original car.'

And it is easy to see why Ray loves his little Austin so much. As well as being in fine condition and very original, it also drives very well, settling down once you get into top gear and proving surprisingly quiet. It actually handles very well too, perhaps not in the same league as the Morris

Minor, but well enough that you don't have to slow down much for corners. It will pull in top from around 25mph as well, so you don't often have to change down for roundabouts.

'I usually only keep my cars for a few years at a time,' says Ray in conclusion, 'but I am getting attached to this one. It is a little bit cheeky to look at, and I really like the way other people warm to it at shows. I can't think of anything that would tempt me to sell it.' **CM**





# DID YOU KNOW...?

## TOP TEN TRIVIA: THE VAUXHALL VIVA



The HA Viva marked a successful postwar return for Vauxhall to the small car market.

# 10 THINGS YOU NEED TO KNOW ABOUT... THE VAUXHALL VIVA

REPORT: ANDREW EVERETT, WITH INPUT FROM ANDREW DUERDEN

Vauxhall had abandoned the small-and-cheap car market before WW2, their smallest car at the beginning of the 1960s being the FB Victor, and they were losing out. So, with a limited budget and a single assembly line at Luton laid out, Vauxhall engineers designed the HA Viva quickly for launch in 1963. There's no doubt that this was a stop gap model with much in common with the Opel Kadett to see if it would sell, and they must have been well-satisfied with how it was shaping up because work began in 1962 on the second generation – yep, before the HA had even been launched.

The HA wasn't a bad effort, but was already looking dated when it arrived a year



The HC Viva 1.3 estate was a useful load lugger, with a stylish almost coupé slant to the rear.



Everyone else called this aerodynamic Viva the Droopsnoot, but to Vauxhall it was always the High Performance Firenza.

after the remarkable Austin-Morris 1100. Vauxhall also had no competition image, unlike Ford and BMC, and that would hurt sales later – like Rootes, their subsequent successes were heroic, but too late.

If the HA was a decent small car, the 1966 HB was an outstanding effort. The story behind the styling is a good one. Seeing the 'official' HB styling mock-up upon arrival in Detroit, GM's chief stylist Bill Mitchell rejected it. On the sly, he asked a young trainee car stylist protégé, Leo Pruneau, to

come up with an alternative in the two or three hours Mitchell and the British Vauxhall delegates were at lunch. The result was pretty much the HB we know and love.

The HB sold as strongly as the HA and then some, being a popular export. Less rust-prone than the HA, the HB drove superbly and was light years ahead of the Morris Minor 1000, Austin A40 and Ford Anglia. In the pre-Escort era it was the only car to consider if you wanted modern but didn't trust the 1100. Unfortunately variable



# DID YOU KNOW...?

## TOP TEN TRIVIA: THE VAUXHALL VIVA



The HB Viva was bang up to date in the styling stakes with its fashionable Coke bottle sides, and it drove brilliantly too.

build quality and an uninspiring engine counted against it – the 1600 slant four SL should have been the car that Ford couldn't beat, but it was very heavy on fuel, as was the 2000 Viva GT.

Despite a promising start, the HB was being outsold by the Escort by 1970, and the facelift HC launched in October 1970 would never regain the advantage, although it sold well enough to keep the factory busy. Vauxhall put a lot of emphasis on safety and rustproofing with the HC – full undersealing was a real benefit, and the Viva never rusted as badly as some of the opposition.

Vauxhall tried hard to liven up the Viva's image with the pretty coupé Firenza, but even with this and the estate plus the upmarket Magnums, the Viva was outgunned by Ford. Not even the exploits of Gerry Marshall, Dealer Team Vauxhall and the Droopsnoot Firenza could boost sales, and really the HC should have been replaced by 1975. But Opel were developing an all new FWD car (the Astra/Kadett) and because that wouldn't be ready until 1978 at the earliest, Vauxhall were forced to continue with the Viva as there was nothing else between the Chevette and the Cavalier. So in 1976, the range was trimmed back and a cheap Viva E launched to compete with the Escort Popular. It sold steadily enough (and profitably as well), but by 1979 the Viva had finally faded away.

Today, the Viva makes a great cheap classic car as they're decent to drive, easy to work on and robust. Plus, they are not worth anything like as much as an Escort these days! All in all the Viva was highly underrated, and definitely worth owning.

**1** The HA Vauxhall Viva was built at the new Ellesmere Port factory from June 1964 following a 1963 launch and early assembly at Luton. The factory was opened in 1962, the land having been acquired by General Motors from the RAF. Initially it was meant to be a components factory to supply Luton, but it soon became clear that Luton was not big enough to build the Viva as well as the Victor and Velox/Cresta models, and in record time Ellesmere Port was adapted to build the new car – 306,000 of them.

**2** The HA Viva was not a technically advanced car. Under the inoffensive styling lay a car not unlike the Opel Kadett of the time with a simple 1-litre OHV four-cylinder engine, an all-synchro four-speed gearbox (BMC wouldn't have that for another few years) and a torque tube rear axle with transverse leaf springs. The Viva had a solid rear axle though, rather than swinging half axles like the Herald, so it didn't have any odd handling traits up its sleeve. However, the Viva was the first British car to use acrylic paint. This was called Magic Mirror by Vauxhall, and required less polishing than cellulose or synthetic paints.

**3** Despite its conventional engineering, the Viva was immediately popular and sold strongly. Motoring schools liked the Viva as it was cheap (£566 for the HA/S base model), had very light steering, a rifle bolt gear change and generally easy-to-use controls. The exposed external body seams betrayed the HA's cheap construction however, as Vauxhall had designed the car and put it out very quickly to test the market.

**4** Launched in 1966, the second generation HB Viva was a sharp poke in the eye for arch rivals Ford, making the Anglia look ancient and upstaging the forthcoming Escort. The HB was a superb car for its time – great looking (particularly as a two-door) with excellent finish, the interior of the SL model being particularly plush. The HB's all new coil spring suspension gave it remarkable handling as well. At £626 for the Deluxe model – itself very well trimmed – it was £1 less than the 1200 Herald, but with safety features like a collapsible steering column it was technically way ahead.

**5** The standard HB Viva used an enlarged 1159cc version of the HA unit to give it 80mph performance, and Vauxhall soon launched the SL90 version that pushed the top speed to 90mph. There had been such a model with the HA, featuring higher compression and mild tweaking that raised power from 47bhp to 60bhp as well as even better trim. On the HB SL, front disc brakes and slightly fatter tyres improved the package even further. To give buyers more »



The Firenza was a gorgeous two-door coupé offered from 1971-1975. Engine options ranged from 1159cc to 2279cc, but the SL was always the top trim level.



# DID YOU KNOW...?

## TOP TEN TRIVIA: THE VAUXHALL VIVA



An HC Viva 2300 SL estate was a lot of car for the money. From 1973 the bigger-engined variants were rebadged as Magnums.

« choice, Vauxhall offered the '90' engine with disc brakes in the regular Viva as well as the plush SL model to create a 90mph sleeper. The 1967 Viva automatic added another twist – fitted with the Borg Warner Type 35 three-speed gearbox, it was retuned to offer progressive part throttle kickdown, the first car to use this idea.

**6** If 60bhp wasn't enough, buyers didn't have to wait long for more. The Brabham Viva was a nice idea, but the 1159cc engine was never as tunable as an A-Series or a Ford Kent. However, with 69bhp the Brabham wasn't very far off a 1967 Escort 1300 GT. Distinguished by special wing stripes (but not a black bonnet – that only came with the first phase of Viva GTs), the Brabham Viva was given a better camshaft, stiffer dampers and anti-roll bars, revised exhaust manifolds and twin Stromberg carburettors on a custom manifold. However, the 1600 Viva SL – a standard Vauxhall production model with the slant four Victor engine – pretty much ousted the Brabham in 1968. The Brabham was in fact a dealer-fitted tuning kit and not a production model, so beware fakes!

**7** As well as the 1600SL, Vauxhall also produced the 2-litre Viva GT in 1968. Powered by the twin carburettor 2000SL



This is the HC Viva 1300 in L trim – the 1159cc engine was enlarged to 1256cc in late 1971.

Victor engine and putting out 104bhp, it effectively predated the Escort RS2000 by five years. With specially developed suspension, the GT was a decently quick car capable of 105mph, but it was competing against the Escort which somehow seemed to gain the upper hand early on. The problem with the Viva according to owner surveys of the time seemed to be quality control, but in reality it was no worse than anything Ford or BMC made at the time. Perception, though, is everything!


**8** The 1970 Viva HC was almost a reskinned HB, but it looked new and had more interior room due to the rear bulkhead being moved backwards. It had a longer wheelbase and wider track too, and it bristled with safety features such as proper anti-burst door locks, standard seat belts and an improved energy absorbing steering column. Vauxhall expanded the range in

1971 with the launch of the Firenza coupé, a great looking car by anyone's standards. Available in 1159cc (both standard and uprated '90' engines) and 2-litre forms, the Firenza range was boosted in late 1971 with a bigger 1256cc four and a new 2300 slant four from the FE Victor.

**9** The Vauxhall Magnum arrived in September 1973. The High Performance Firenza (called the Droopsnoot by everyone except Vauxhall!) also arrived that year, and Vauxhall renamed all non-droopsnoot Firenzas as Magnum Coupés. The Magnum was basically a plushly trimmed Viva saloon, coupé or estate with the 1800 or 2300 slant four engine and the four-headlight grille. To confuse you even more, a Viva GLS arrived in 1978 as an 1800cc or 1300cc model to replace the then discontinued Magnum – the new Cavalier was taking over and the end was nigh for the Viva.



It is clear from this angle that there was a lot of room under HC arches for some wider wheels.

**10** The launch of the Astra/Kadett in 1979 meant that the Viva had to go, and it faded away that year. Sales were already poor due to the success of the Chevette, and really the Viva lived three years too long. However, that was not the end of things as the original HA ended up having the last laugh. This had been sold in van form as the Bedford HA since 1963, and this was built all the way through to 1983, outlasting even the Mini van. Bedford HA vans were built at Luton, and sales were bolstered by huge Post Office and Telecom contracts. Vauxhall did make HB van prototypes based on the estate, but never put them into production for the UK (although they were made for the Nordic countries). As a result, the HA van continued in production and it has the curious distinction of seeing A-plate registrations in both their suffix and prefix forms. 





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# ASSESSING THE MINOR

Having removed the rose-tinted buying goggles, we take our new Morris Minor project car to a marque expert to point out all the things that we had missed when buying it. REPORT AND PICTURES: SIMON GOLDSWORTHY



Last issue, we introduced our new Morris Minor project, a 1967 two-door saloon bought for £3350. Being over 40 years old and unmodified, it had been exempted from the MoT inspection, but was on the road and drove the 70 miles home very nicely indeed. However, it is now time to take off the rose-tinted buying goggles and get serious about assessing its condition.

This will ultimately lead to a voluntary MoT, but first I wanted to get fellow journalist and long-time friend, Russ Smith, to give it a once over. Obviously it would have been preferable to have taken Russ to inspect the Minor before agreeing to buy it. Partly that's because he is so much better than I am at staying objective when viewing a potential purchase, but mainly because he is a genuine

Morris Minor expert. However, time had been of the essence and if I wanted this particular car (and I had convinced myself that I did), then I had to move quickly. So as a result, instead of a pre-purchase inspection, I would be relying on Russ to go over the Morris with the ultimate post-purchase fine toothed comb.

I am very glad that I did this because while the end result was a largely positive assessment, as you can read below there were some failings that need addressing right away. And these highlight the benefit of asking an expert, because while it is relatively easy to spot things that are broken or in poor condition, it is much harder to spot something that is missing entirely if you don't know the model well enough to know what should be there in the first place!

CM



**1** Starting off with first impressions, the gap between the bonnet and the front panel is too large. Russ reckoned that we should be able to adjust the spring catch on the bonnet to pull it down enough, though. The front grille could do with cleaning and repainting too.



**2** There is an oil leak on the carburettor side from tappet chest covers, which is perfectly normal but worth sealing up with new gaskets. The engine must have been out in the past and repainted because there is too much green left on it for one of this age otherwise.





**3** The rocker cover is clean and freshly painted, but has lost its MORRIS badge. There are receipts in the file for a full engine service kit, a new head gasket and an unleaded head. It certainly seems to start and run very well, but we will carry out a compression test.



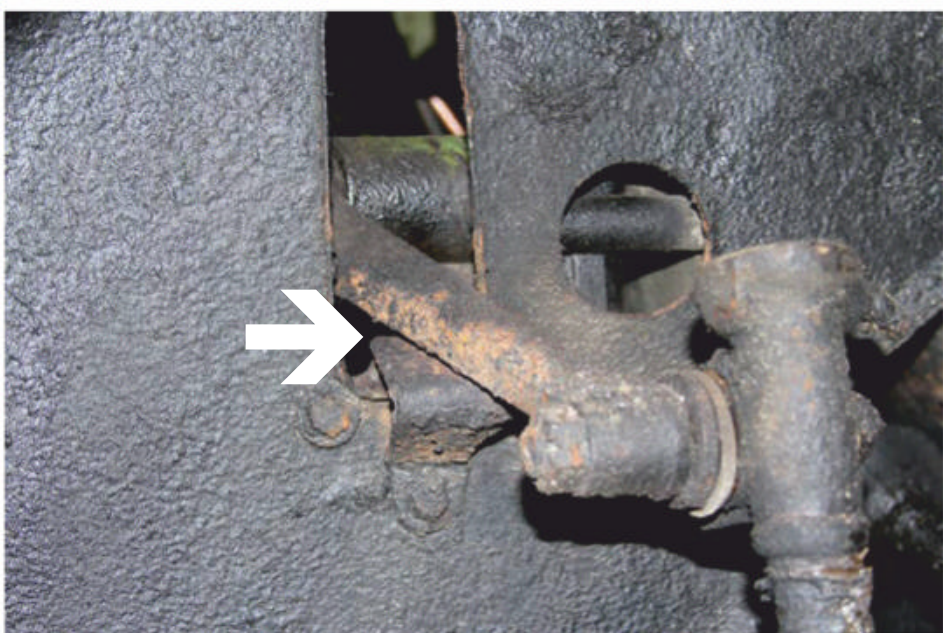
**4** The first thing that we need to do though is attend to this bypass hose – Russ spotted that the top Jubilee clip isn't where it should be, and is wrapped around the hose but not the metal pipe. It is surprising really that it is not leaking.



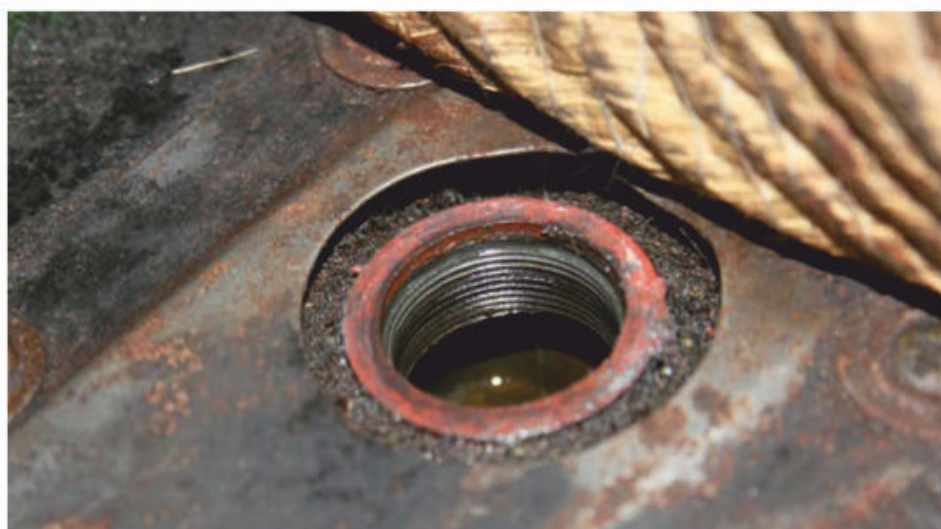
**5** The next problem is that we are missing the bump stops on the front. That would be an MoT fail, but only if the tester knows what should be there. This is not uncommon, but it looks as though ours were removed for some plating (arrowed) and never refitted.



**6** This is one of the fixing holes for the upper bump stop, seen here from inside the engine bay on the nearside. At least that will give us a starting point for getting its location spot on over the top trunnion on the kingpin on that side.



**7** In fact we are also missing the lower stops – there should be a rubber pad on the bracket at the other end of the suspension travel for the damper arm to rest upon. The metal bracket itself is still there, so in this case it looks like the rubber has simply dropped off.



**8** On a Minor, the brake master cylinder sits in the chassis rail underneath the driver's side floorpan. Our fluid level was a bit low, far from empty, but certainly lower than we would have expected from brake shoe wear given the fact that new shoes and wheel cylinders were fitted recently and the minimal mileage since. We checked over the whole system but couldn't see any leaks, so topped it up and put this on the list of essential points to be monitored.



«



**9** There is a lot of oil splashed over the sump. Once any dripping oil has been distributed around an engine bay, it can be difficult to trace exactly where it is coming from. The most likely culprit in this case appears to be the oil seal in the front timing cover.



**11** We had felt that the action of the clutch pedal was a little abrupt and jerky. Russ suggested that the bush on the clutch linkage may need replacing to smooth out the action, but that this is a job which is easiest to do when the car is on a ramp.

**13** It is also a strengthener and stops the bolt from fretting, so it is definitely something that should be high up the priority list of jobs to do. It is not a difficult task because you are dealing with torsion bars rather than coil springs.



**15** The finish on the steering wheel is unsightly, but it is not leaking any resin to make it sticky and the structure is fine. We could strip it back and repaint it, or Simon could be tempted to retro-fit a banjo wheel from an earlier model which he thinks looks better.



**10** Around and under the battery is sound, and the engine steady bar is secure. The area below the point where it joins the bulkhead is where it tends to fret away. This spot has been welded and fixed – the welding is not beautiful, but it is serviceable.



**12** The crossmember is good – it looks like somebody has done that properly. They have left off the adjuster plate on the offside, though. Amazingly they have got the suspension level, but the plate with five holes that's used to fine tune the height is missing.

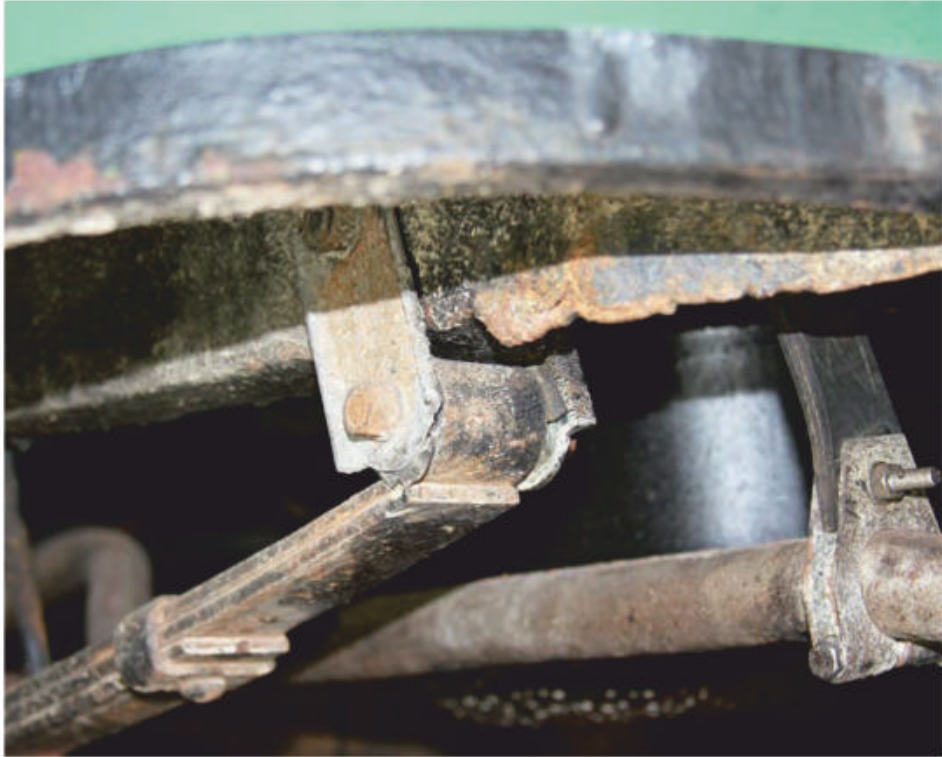


**14** The seats have been re-webbed at some point and although the front transverse strap on the driver's seat is unhooked, it looks like it should just pop back into position. The seat itself is twisted in the car though – there are two positions in which this can be bolted to the floor and it looks as though somebody has used the rear holes on one side and the forward holes on the other.



**16** There has been quite a bit of repair work around the rear end, but it all seems pretty good. They didn't get it quite right at the back of the offside rear spring though – by putting an extra flange below the rail, the spring eye can't clear the metal and move freely.





**17** As the nearside shows, there should be no flange below the longitudinal chassis rail, meaning that the spring hanger can move and flex. The compromised side will either knock (we didn't notice that) or possibly make the ride stiffer, but the flange can be ground away to provide clearance.



**19** It will be no bad thing if we have to remove the rear springs anyway because all the spring eye bushes look well chewed up and hardened as well. Often they can look this bad on the outside but be OK where it matters, but it would be the ideal time to upgrade to polyurethane bushes along with sorting the spring hanger.



**20** The lever arm dampers are not beautiful, but they all seem to be leak free, topped up with oil and functioning. Russ reckons there is no need for a telescopic conversion if you just want to potter around, only if you want to push your Minor harder.



**21** This hole in the rear of boot floor had us scratching our heads, as it was clearly made with intent but serves no obvious purpose. Maybe a previous owner had a reversing or fog light fitted? Certainly there is a grommet further back for some wiring.



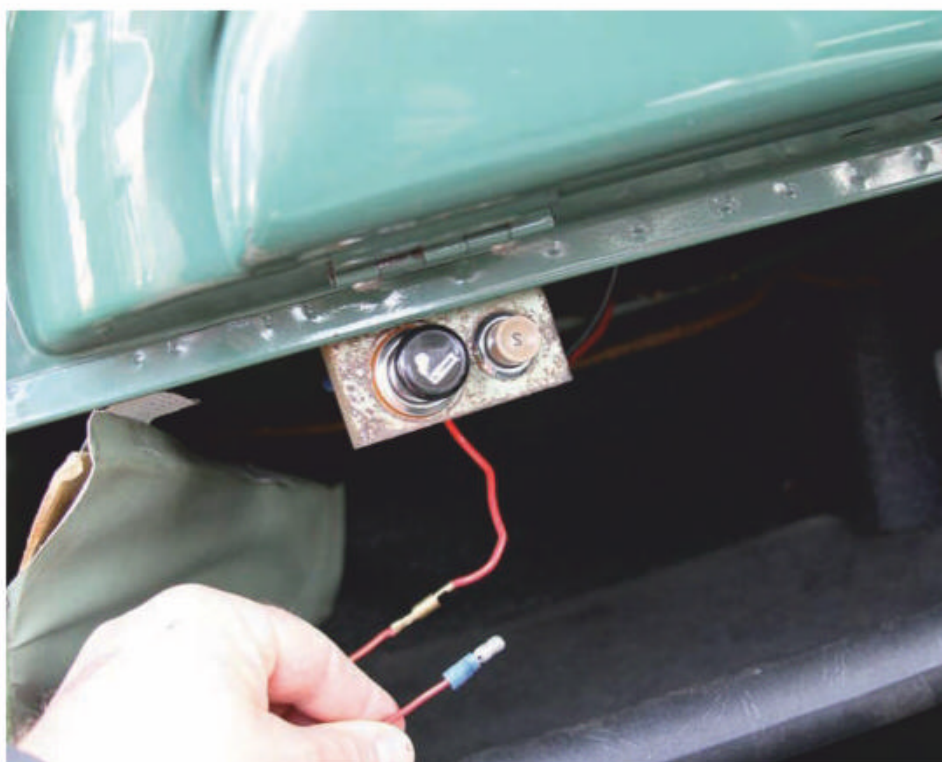
**22** The only serious rust we found was in the bottom of the nearside front door, and the rubber seal was missing from underneath this one too. You can get a new repair section for the skin, but it will need a little repair work on the frame – that is not unusual.



**23** The front bumper valance is in remarkably good condition, and Russ guesses that it must have been replaced. The rear valance looks more original, but has the wrong bumper bolts. I don't think we will lose too much sleep over a detail like that.



«



**24** Somebody has fitted a power socket under the dash, but the red lead is not attached to anything. This is probably just as well because having power running through that bare metal connection partway along the wire would be a recipe for disaster. We need to replace that before connecting anything up.



**25** The only other oddity is that it has an earlier heater tap on the engine – 1098 cars should be cable-operated from the cabin, but our cable is disconnected. An online search revealed that there had been quality control issues with the later type of tap, though.



**26** And finally, that compression test returned figures from cylinders one to four of 168psi, 160psi, 163psi and 162psi. We were delighted with those – good strong figures for an A-series and all within 5% of each other. The spark plugs looked good too.

## ROAD TEST



**H**aving assured himself that he was not climbing into a death trap, Russ took the Minor out for a road test. This was his verdict.

*'There is no whining in the intermediate gears, which is good. You said the clutch felt like it was either on or off with no gradual take-up, but it feels about normal for a Minor to me. Having said that, you could probably improve the feel a little with new bushes. There is a bit of a squeak on the pedal too, so I would lubricate the shaft.'*

*'That amount of wobble in the speedo is well within the normal bounds. And yes, that feels like a Minor brake pedal! There is no pull to one side, so that is all very positive. You may get a little less pedal travel by adjusting the shoes, but they feel OK to me. Not that you use the brakes too much in a Minor because the handling is so good. Imagine what a revelation it must have been in 1948 – those early cars were tediously slow, but once you got speed up, the handling was so good that you didn't need the brakes.'*

*'Have you greased the trunnions since you got it? That should be high up on your list of priorities. There is a little bit of deadness in the steering that is usually down to old and hard grease, or a lack of it. The feel is generally about right, there is just that slight deadness.'*

*'The gearbox is so good that it has to be a rebuild, there is no way that can be original. There is no play or slack in the stick, no buzzing coming through it, and the synchros are really good too. The suspension feels pretty good despite the lack of travel; probably the soft five leaf springs counteract that. All in all I reckon it drives really nicely.'*







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## Peter Love Contributor

Peter Love is Kelsey Media's group editor-at-large: he created its tractor and commercial vehicle titles starting with *Tractor & Machinery* some 25 years ago. However, he is also a keen steam and car owner and loves working in his workshop on his two Allards when time allows.

### MY FLEET

#### 1948 ALLARD M DROPHEAD COUPE 674G

ENGINE: Ford V8 Flathead 21 Stud  
3622cc 85hp

OWNED SINCE: 2016

#### 1949 ALLARD P1 SALOON 1517

ENGINE: Ford V8 Flathead 21 Stud  
3622cc 85hp

OWNED SINCE: 2017

#### VARIOUS TRACTORS, STEAM ENGINES & OTHERS

### To-do list

- Road test P1 now we have adjusted the steering box
- Decide about replacing worn wheels on P1
- Continue search for M catalogue at a reasonable price
- Paint the rear wheels on my traction engine

### THOUGHT OF THE MONTH

I went to one of the Brooklands Trust's excellent evening meetings, on the controversial subject of electric cars. My conclusion is that for a person like myself who covers over 30,000 miles a year, it is still not the right time to change over to a hybrid, let alone full electric. We all want to do our bit to save the planet, but until places like the USA, China, Russia and India get their act together, why we should be the guinea pigs? In Germany, one major company produces tractors for Russia to only Euro 2 spec. It's certainly not a level playing field.

# Out on the road again



Getting ready to leave at 7am in the Allard P1 from East Sussex, as Peter prepared to head across the Kentish boarder to Woodchurch. All the lights were now working well thanks to a new relay.

I was in a great rush as usual when I checked out the Allard P1 late one evening, only to find that the lights wouldn't come on main beam. Colin Anton kindly came over so I had another set of hands to operate things – by now it was 11.30pm! With a live feed added, it was deduced that the VW square relay had packed up.

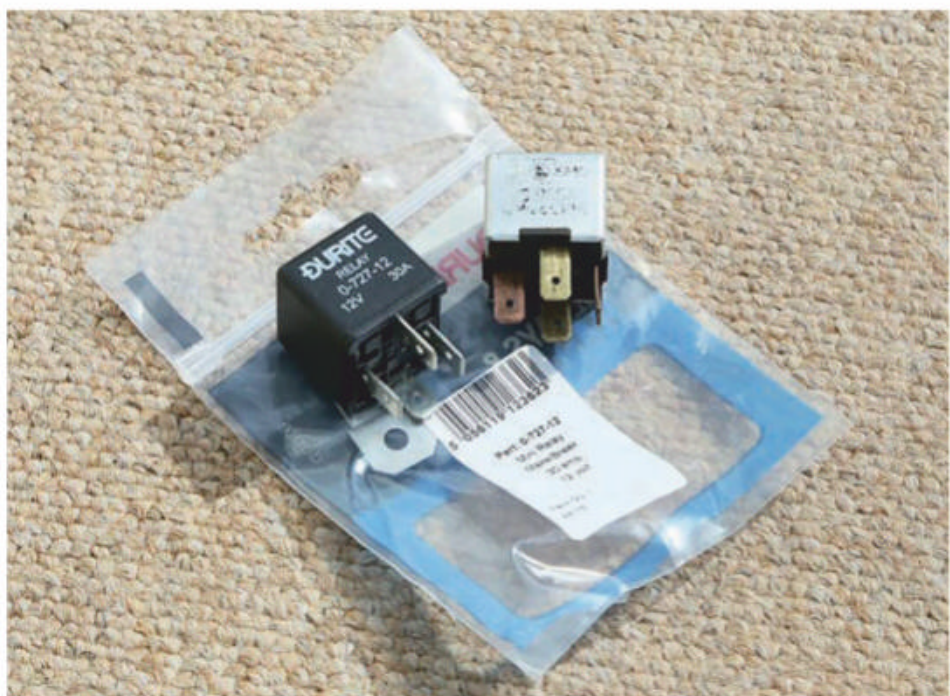
I had a replacement and a reserve delivered the following afternoon, and late on the Friday night I fitted the £7 relay and was ready to leave early next morning on the 44 mile journey to the Woodchurch Steam and Vehicle Rally near Ashford, in Kent. This is the largest event of its type in Kent these days; it encompasses all types of transport and is a very enjoyable do. It is supported by members of the Weald of Kent Traction Engine Society – I attended the Society's 1957 rally at Paddock Wood at the age of five, and my late father was very much part of those early events.

The Saturday turned out dry and bright early on. The P1 started at the first time of asking, with its Mallory electronic ignition helping the flathead V8 along its way. I had my Waze navigator app setup on my phone, which I find very good indeed – it is very useful for speed cameras, accurate mph and more!

Traffic was very light when I started out at 7am, and after a number of twisty roads that were not really suitable for a monster like the Allard, I was on the A265 heading to Hurst Green when I became involved in a diversion as the road was closed at Etchingham railway station. It was not much fun as I climbed the narrow roads of the diversion with a 26 tonner heading towards me, though this kindly stopped to let me up the road. We were then directed onto the A21 for a short distance, reminding me that when I turned right here last year in the Allard, a young lady driver tooted me, even though I had the indicators

on. Granted the light clusters are not that easy to see for the uninitiated, but they are there! It would make sense to change to LEDs though, something I should do later in the winter.

The fuel gauge works in fits and starts and I'm never quite sure where I am with it. It was on to the A268 after missing out Hawkhurst and down to Sandhurst when I wanted to top the car up with fuel that the fun started. (I like this country filling station as it's easy to get in and out. They also sell our Kelsey Media magazines and have a full range, including *Classics Monthly*.) I only had the pump going for a short time, with just over two gallons in



The new relay about to be fitted, alongside the old one that failed.



*"The overflow problem isn't uncommon with these cars, and they can syphon fuel out from the overflow pipe"*

the 20 gallon tank, when I saw fuel pouring onto the forecourt. I removed my handkerchief from my overalls, smiled to the forecourt staff who had come out to see what was going on, and tried to mop up the 97 octane petrol and see where it was coming from. After 10 minutes it stopped dripping all over the nearside rear exhaust.

The leak had stopped, but it had come from the sprawling overflow hose, which is covered in by the nearside rear wing and so it was hard to pin point exactly where the problem lay. I was later to find out from fellow Allard owners that the overflow problem isn't uncommon with these cars, and they can sometimes syphon the fuel out from the overflow pipe.

It certainly needed investigating, but on the petrol station forecourt was not the time or place. Luckily the forecourt was not that busy, and with things all evaporating



Ford 'sit up and beg' next door to Peter at Woodchurch had something special underneath its bonnet.

away and checking it was all dried up, I fired the car up and off I went at some speed.

I slowed down and travelled across the Kent & East Sussex Railway at Rolvenden as I powered it up the hill and into Tenterden, where the traffic had built up. I expect it was just my imagination, but it felt as though the three-speed car was going the best it has ever done since I have owned it. We even got a bit of wheelspin at one point as I turned left and headed towards the rally field, where I was made very welcome and lined up beside a 'sit up and beg' Ford sidevalve with an amazing Aquaplane Superhead. In fact, on the later Allard Palm



The following day Peter accompanied Richard Wade with his Bristol 611 as navigator on a Brooklands Trust Chiltern Hills tour.

Beach model they carried the Ford Zodiac six-cylinder engine, some with Aquaplane or Mays tuned cylinder heads, so it was fitting to be beside this 'sporty' motor from the 1950s.

Having inspected the boot and the overflow pipe with

the torch, I couldn't see anything wrong so I relaxed and had a great day at the show. My journey home in the evening went well too, with the brakes working fine and a firm pedal, helped no doubt by bleeding them again in the spring. The problem with the overflow would need further investigating of course, but I needed to look at my tractors first as I had not run any of them for nearly a year and had an event of my own looming for them. Once that was over though, the overflow situation would be top of my list. More on this in my next diary.

CM



Many people admired the 'old banger' in Peter's 1949 Allard P1, and they particularly liked all the interesting badges on the front.



Vehicles came in all shapes and sizes at this show, as seen here.





Mike Taylor

## Contributor

Mike is based in Australia and although his Stag and E-type have both been restored to a very high standard, both still require regular maintenance.

## MY FLEET

### 1965 E-TYPE JAGUAR

ENGINE: 4235cc inline-six  
OWNED SINCE: September 1986



### TRIUMPH STAG

ENGINE: 2997cc V8  
OWNED SINCE: 2004

## THOUGHT OF THE MONTH

Once again customer service, or should I say lack of it, is a feature of my thoughts. I appreciate that many companies are not set up to give good coverage to the public. However, sending a standard message without even looking at the explanatory documentation seems extraordinary, especially to customers as remote as Australia. A few years ago I experienced a failed Kenlowe fan thermostat and found that the company had moved away from their traditional classic car retrofit business to focus on the major vehicle manufactures. I still contacted Kenlowe, they replied at length to explain that the products which I had were no longer part of their range but they did have some new old stock items they offered to me to assist in the future. What a difference in attitude.

# Fitting is far from simple



After locating and correcting a disconnected switch, Mike once again had functioning brake lights on his Stag.

We have been experiencing some beautiful weather for hood-down motoring recently here in Australia – dry and sunny, but not too hot. On my way home from a recent drive in the Stag, I was sitting in slow and stationary traffic when I was advised that the Stag's brake lights were inoperative. I thought I was over the brake light issues with a replacement switch and LED bulbs, but a double check when I got home confirmed that the lights had indeed stopped working again.

The brake light switch seemed a good if somewhat inaccessible place to start the investigation, which turned out to be an inspired choice as one of the spade terminals had pulled off the switch. The wiring was quite tight and I concluded that earlier work on the fuel gauge and pulling the dash forward had disturbed this connection. To reduce the chances of a repeat failure, I increased the length of both wires and,

once connected, brake light operation was restored.

Having received my package of Jaguar parts from England and checked its contents, I fitted the replacement plastic choke knob, the old one having recently broken and being about to fail completely. I was also keen to install the retractable seatbelts to improve comfort whilst driving. I believe the first 3.8 E Type Jaguars had no provision for fitting seat belts, but around 1962 belts were offered as an option, so a threaded boss was added just below the side window on the coupé for the shoulder strap, and captive nuts fitted in the sill and transmission tunnel for the lap strap and buckle.

There is very little space between the side window and wheelarch, room for a static belt but insufficient for an inertia reel, so when I restored my car I fitted captive nuts to the top of the wheelarches with the thought I would initially fit static belts to the original Jaguar

## To-do list

- Investigate tight window winder operation in the Jaguar
- Cure the slow operation of the Stag passenger door window
- Replace some of the Jaguar light gaskets
- Increase Stag caster angle

boss, but could retro-fit inertia reels onto the wheelarches later. After 25 years I am now about to upgrade the belts – these jobs should not be rushed, although I had looked at the possibilities a few times.

I was made aware of the belts manufactured by Securon in the UK that had a retractable reel where the locking pendulum was mounted on the end of the reel in an adjustable housing which allowed the reel to be located in any orientation. When I was obtaining replacement parts for the Jaguar, I enquired about availability of the seat belts and was advised they had the black Securon in stock, but would have to order my requested grey belts. That was not a problem, so I ordered.

When I opened the box containing the belts, I thought they had sent black in error, but the box stated grey and when compared to a black belt they were lighter colour, just not the light grey I had been expecting. The adjustable pendulum



A new choke knob was required to replace the broken original.





**In spite of the end cap and button being in the correct orientation according to the instructions, one of the belts would only withdraw to around 150mm.**

housing was quite large, causing a rethink about positioning. I set the end cap and button in the orientation given in the instructions which should have ensured the pendulum allowed the belt to function if the reel was mounted on top of the passenger wheelarch, but when I tested it the belt would only pull out about 150mm before locking up. It did this irrespective of whether you pulled slowly or quickly, but every 20 or 30 tries it would fully extend as it should.

I tried moving the two adjusters a few degrees either way from the position given in the instructions, but there was no improvement, only a complete lock up when the changes were excessive. When the end caps on the other reel were set to the identical position it operated perfectly, which confirmed that I had interpreted the instructions correctly and that the first belt had a problem.

I took pictures of the pendulum settings on the failed reel, sent them to the supplier and copied Securon. The supplier advised that they would have to request information from the company where they

had purchased the belts, so I waited. After a few days with no feedback, I contacted both again. The manufacturer advised that they were a high-volume supplier and did not generally supply fitting information, but in my case they believed the locking up was covered in the fitting instructions and my problem was not unusual if the belts were not fitted exactly in accordance with the fitting instructions. Also, as the company I obtained the belts from was not a customer of theirs, they advised that I would have to go back to my supplier for further assistance.

This was not helpful, and if they had taken the time to review the pictures I sent, they could have seen the settings were exactly as per their

instructions. To my mind they were simply not interested in solving or admitting a problem with their products.

I went back to my supplier, and they came back with information they had obtained which was that the belts would not operate in this position and needed to be rotated 90°. So I sent them a copy of the instructions clearly showing this layout, but since then they have been unable to source any further advice.

I was now stuck, so plan B was to check if the belts would operate in the vertical position. After changing the end cap settings I tested both

reels and surprisingly they operated perfectly, so I looked at possible ways of fitting. In the end I found some 25mm x 5mm stainless bar which was drilled both ends and enables the reel to be located further forward, almost in front of the wheelarch. After a number of drives I am very happy with the comfort and operation of the belts, and although there is a nagging concern that the operation of one belt is suspect, it has performed faultlessly so far and hopefully I am worrying needlessly. However, I still can't believe the arrogance and lack of assistance shown by the manufacturer.

CM

*"I was now stuck, so plan B was to check if the belts would operate in the vertical position"*



**Above:** The same reel with the end cap and button reset for this orientation worked correctly.

**Left:** Mike needed to switch his fitting plans, and moving the reel forwards created sufficient space for vertical orientation and it is operating correctly.



**The driver's belt reel was fitted in a similar fashion to the one on the passenger side.**



**The buckles of the retractable belts were on stalks rather than the webbing on the old ones.**



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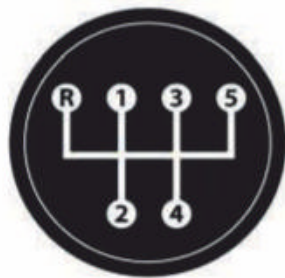
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## Iain Ayre Contributor

An expat motoring author and journo resident in Vancouver, Iain was unable to resist the opportunities that comprise his fleet of projects, but is also unable to muster the focus, energy or organisational skills to complete them.

### MY FLEET

#### 1947 BENTLEY MKVI

OWNED SINCE: 2015  
ENGINE: 4.25-litre straight six

#### 1957 BENTLEY S1

OWNED SINCE: 2019  
ENGINE: 4.9-litre straight six

#### 1958 CHEVROLET DELRAY

OWNED SINCE: 2005  
ENGINE: 5.7-litre V8

#### 1972 TRIUMPH TR6 PROJECT

OWNED SINCE: 2019  
ENGINE: 2500cc straight six

#### 1974 MINI MARCOS PROJECT

OWNED SINCE: 2015  
ENGINE: Cooper-spec 1100cc A-series

#### 1984 DODGE CAMPERVAN

OWNED SINCE: 2009  
ENGINE: 6-litre V8

#### 1990 ROVER MINI COOPER RSP

OWNED SINCE: 2016  
ENGINE: 1275cc A-series

#### 1992 JEEP CHEROKEE

OWNED SINCE: 2006  
ENGINE: 4-litre straight six

#### 1992 MAZDA MX5 SUNBURST

OWNED SINCE: 2015  
ENGINE: 1600cc

#### 199X COBRA REPLICA PROJECT

OWNED SINCE: 2007  
ENGINE: currently 4.6-litre Ford V8

# A Failure to Proceed



### To-do list

- Finish sill moulds for S1 Bentley
- Rebuild S1 brake hydraulics
- Build Marcos and Cobra
- Sell TR6 project

Iain's 4¼-litre MkVI Bentley has plenty of torque, although it is no fireball. A broken spring on one of the twin points reduced it to three cylinders and an undignified stumble home for a sort out.

The dual points on 1950s Rolls-Royce and Bentley distributors are twice as much trouble as single points, but they do have their good points (pardon the pun!). I was out for a drive in the 1947 MkVI and then walkies with the dogs – Rambo the ancient rescue Chihuahua/MinPin who ambles, dawdles and loiters, marking his property ('That's my tree, this is my deliciously stinky garbage bin!') and Smellybelly the youthful Papillon who hurtles in pointless circles, their

combined average speed being about that of a walk. Dawdlings and hurtlings over, it was time to head back home for lunch, but for the first time ever the Bentley failed to proceed.

The fuel pump ticked and stopped as normal, so I checked the distributor and here was something unusual – a snapped spring on one of the twin contact points. I got it going on three cylinders and limped home. There I popped the plugs out and span the crankshaft round with the fan blades until No.1 piston was at Top Dead Centre. The distributor drive

doesn't have a skew gear and can only go in two positions: 100% right or 100% wrong. I'm too old to get sucked into cyborg social-media hell, but the smartphone worked fine as a camera to record the position of the rotor arm.

Next I called our local RR club engine guru, Tom Mellor, whose streamlined 1970s Triumph Trident motorcycle now tops 200mph at the Bonneville salt flats – club members' engine issues are a piece of cake for a man of his Whitworth-measured calibre. He doesn't use the RR point-setting tool, just replaces the old points and sets the gap with feeler gauges at 20 thou. That's fine if the distributor is in good shape, but if the greasing has been inadequate and the bush inside is shot, there could be 1/32 of an inch of slop, so the points gap will be as variable as a teenager's moods. There's a grease cap on the distributor – if you have one, give it a couple of turns *right now*.

There wasn't much point in achieving 20 thou perfection with my points, as the distributor shaft was flapping about like a golf club in a dustbin. The car still ran surprisingly well like this,



Six-cylinder 1940s and 1950s Bentleys and Rolls-Royces have two sets of points in their AC Delco distributors, each firing three cylinders. This system usually works quite well.





The brass bush inside the steel distributor casing wears out every 70 years or so, at which point it needs to be pressed out and replaced.

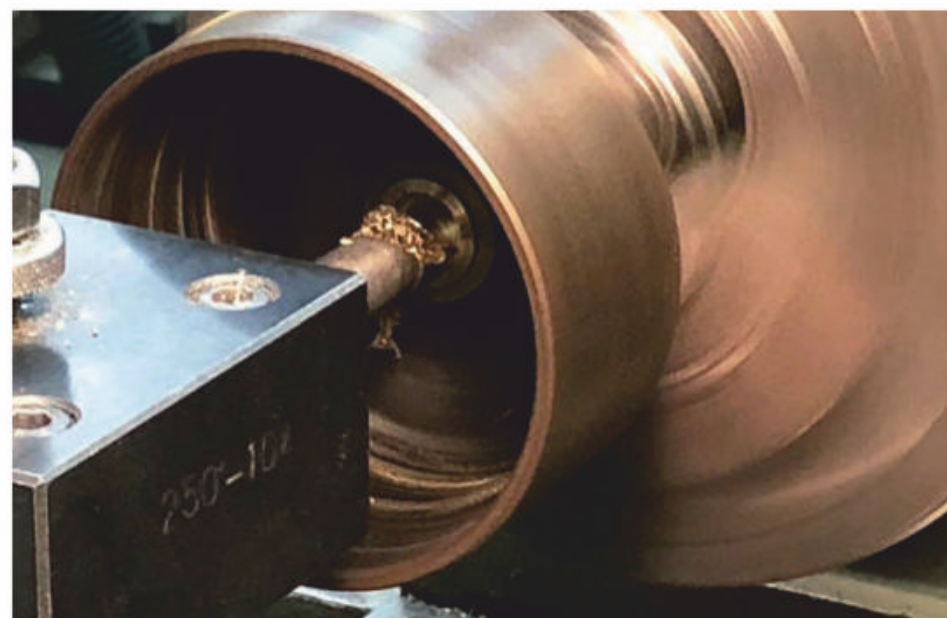
but it would run better with consistent contact point gaps. Time a for a new distributor bush, then. The postwar six-cylinder Bentley and RR engine is something of a personal favourite. In my Ayrspeed. com persona, I'm using a six-cylinder 1957 Bentley S1 to build the prototype for a series of Open Cloud two-door soft-top conversions which will rescue, restore, decapitate and transform rusty Silver Clouds. There's also a planned blown 1930 Le Mans Bentley replica based on the MkVI Bentley, so the more hands-on knowledge I have of this engine, the better.

Some of the Bentley's AC Delco distributor parts are shared with some American vehicles, so the replacement bush and shim kit can be bought in a Buick box or in a Rolls-Royce box. It can also be machined quite easily with a lathe as it is simply a piece of

brass tubing that needs to be pressed out of the distributor casting, replaced and reamed to fit the steel distributor shaft.

The Buick version of the bush is just a plain brass tube, missing the RR's spiral that's machined into the inside surface to help move grease up the tube. The similar lubrication spiral on the steel distributor shaft remains in place and Tom, a retired aircraft engineer, didn't think the lack of an oil spiral on the bush mattered. That was good enough for me.

In theory the repair was simple enough. Tom would take half an hour or so out of his day to press the old distributor shaft bush out, press in a new one, give it a quick ream with a 1/2in reamer, and I would pop it back in the car. However, it's not quite half an inch, and it also became a challenge to achieve a perfect fit. Tom used an adjustable reamer, taking



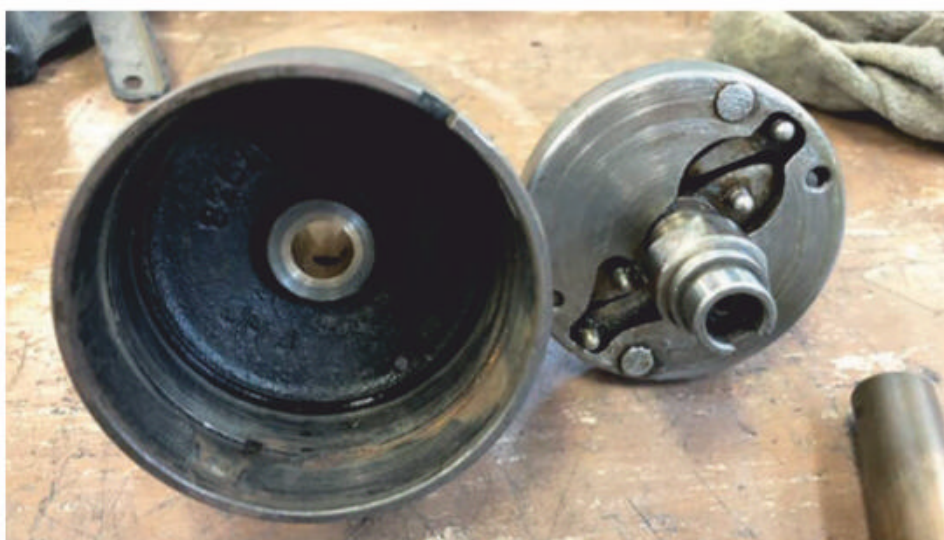
The bush was oversize and had to be trimmed to fit, using a lathe. You can't really do this job without either a lathe or a machinist.

out a few more thousandths of an inch with each pass, then checking the fit.

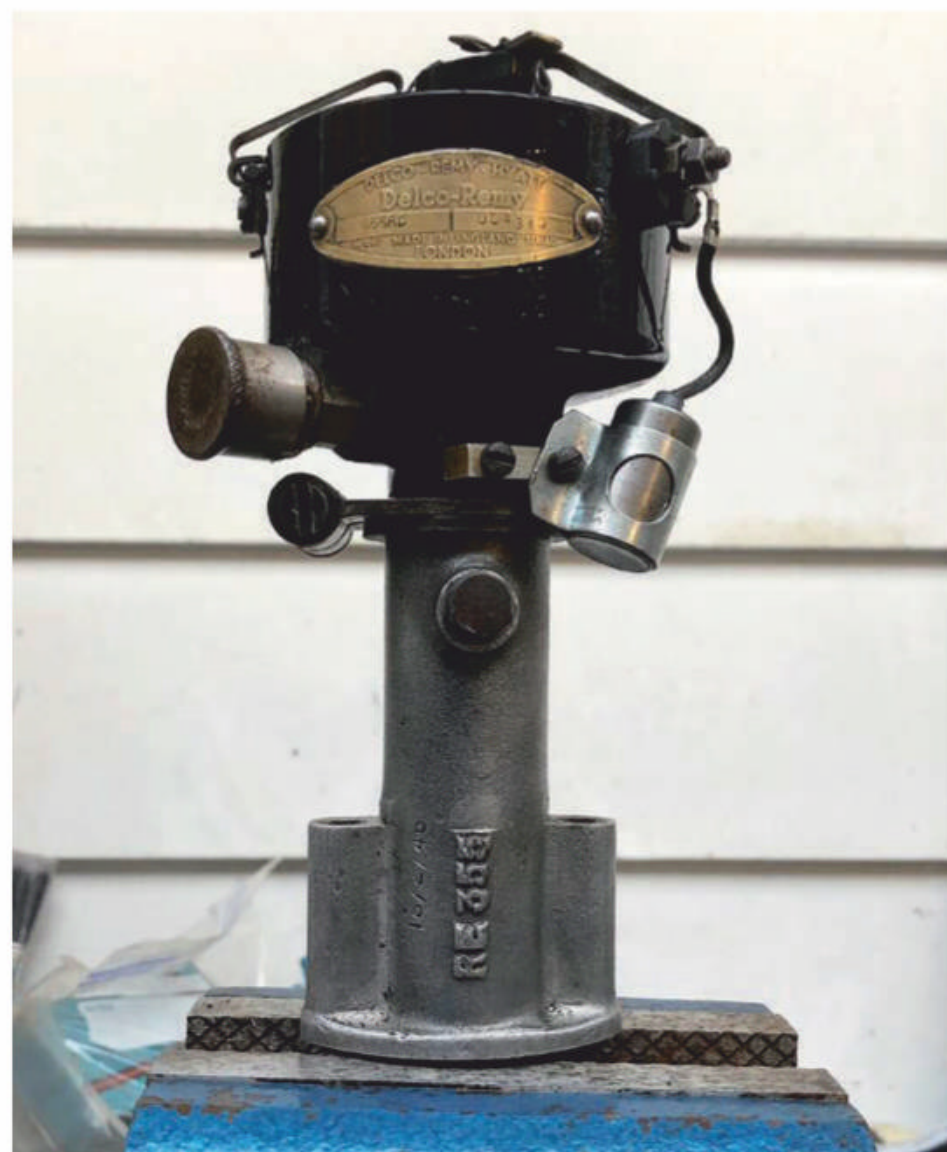
Then the bobweight issue arose. At some point a bobweight spring had broken. It got between the whirling bits of distributor, and did some minor mangling that jammed most of the bobweight assembly. Another of Tom's spare distributors gave up its shaft, bobweight mechanism and springs, but the replacement shaft now didn't fit

my old drive dog at the bottom – these things were originally assembled, drilled and pinned as one unit. There were no suitable pins around, so we had to make one to attach the dog to the shaft. The shims sent by the Brillman Corporation along with the brass bush contained a variety of shim sizes: fitting two at 30 thou, one at 3 thou and a 7 thou took out all the vertical play in the distributor. Finally, a little later than expected, it was job done. CM

*"For the first time ever the Bentley failed to proceed"*



Here the new bush has been reamed out a few thou at a time with an adjustable reamer and patience. It now fitted perfectly, but it then transpired that the bobweight assembly was shot.



With a bobweight and shaft from a spare distributor fitted, and with an occasional squirt from the grease reservoir in future, the overhauled distributor should be good for another 74 years.



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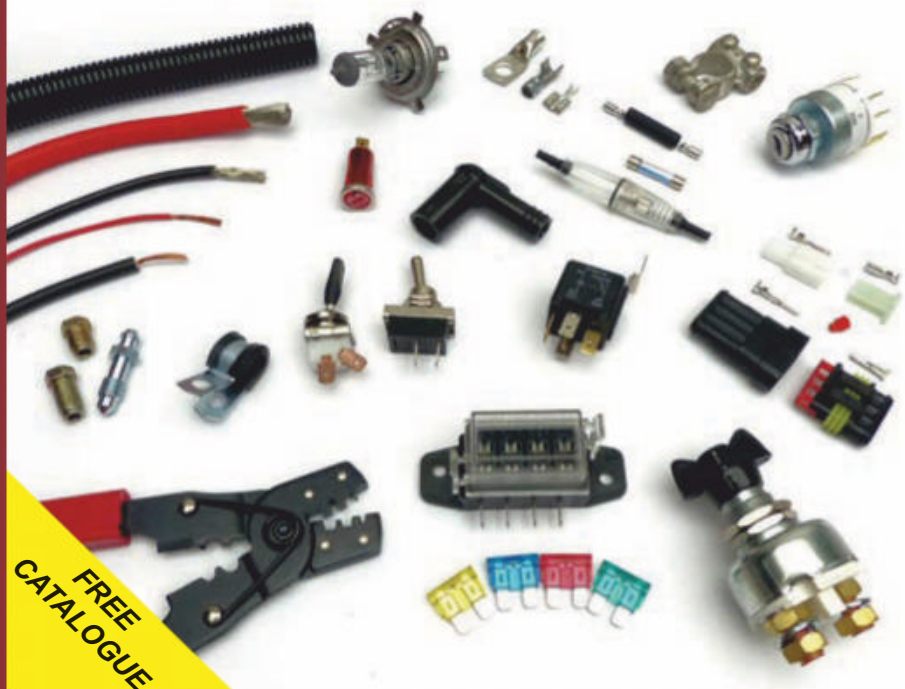
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## Will Armston-Sheret Contributor

Will has been collecting classic cars since before he could drive and now has quite a fleet of Morris Minors. He's recently completed restoring his dream car, a 1950 Morris Minor Lowligh, and has another project of the same year waiting in the wings.

### MY FLEET

#### 1965 MINOR

ENGINE: 1098cc inline-four  
OWNED SINCE: 2012



#### 1967 MINOR

ENGINE: 1098cc inline-four  
OWNED SINCE: 2010

#### 1950 MINOR LOWLIGHT SALOON

ENGINE: 918cc sidevalve inline-four  
OWNED SINCE: 2012

#### 1970 MORRIS MINOR VAN

ENGINE: 1098cc inline-four  
OWNED (BY MUM) SINCE: 1980

## To-do list

- Arrange remanufacture of parts for Alta head
- Get Lily to the paint shop and start prepping her

## THOUGHT OF THE MONTH

I'm forever grateful to fellow enthusiasts like Rob Thomas, who give their time to help with sourcing patterns for missing parts for the Alta head. Without them, I'd be much further away from getting the head back into a usable condition.

# An axle mystery is solved



Welding the spring mounts onto the van rear axle required careful measuring and alignment to ensure they were at the correct angle.



The front spring hanger was rusty and needed replacing. Here Will is prising it off the chassis after cutting it with an angle grinder.

Since last month, I am pleased to say that I've found a spray shop who can help me with the planned re-paint of Lily, my 1967 four-door Morris Minor. I've managed to come to an agreement whereby they will do the spraying, but I will do most of the dismantling and preparation work with them to help keep costs down. However, before I start that job, I've been helping my dad crack on with the restoration of the 1970 Morris Minor Van.

Progress has been focused on changing the front-rear spring pin, which I mentioned some months previously as a rather large outstanding job. The pin was corroded, creating a weak spot which was more likely to snap off under load. In the end this job was relatively straightforward, but it did involve a lot of preparation to tip the van on its side so I could weld the new pin in properly.

To do this, I had to first sort out the rear axle so that the car could be put into the tipper. When the van was last on the road, it started to develop a problem with the axle rotating

on the springs and coming loose. This was an unusual and hard-to-diagnose fault that had us searching for the cause for quite a while, and was only fully diagnosed when the van was taken off the road.

The symptoms only happened in first and second gear when torque going through the drivetrain was highest. This movement resulted in some serious drivetrain noise, and dad was close to changing the gearbox until we established

that under acceleration, the axle was turning so the propshaft was rubbing on the floor. Tightening the rear spring U bolts helped matters, but was not a long-term cure and so pending a permanent fix the van was laid to one side.

After dismantling the axle from the springs, it was obvious that the mounting pads were very rusty and needed replacing. The old ones were removed with an angle grinder and the area cleaned up ready



The old versus new spring pin – as can be seen, corrosion had seriously thinned and weakened the mounting bolt.





**An example of the underside and floor of the van – not very pretty, but not a patch covering rust and not worth taking out for this sort of restoration.**

for welding. This then showed up a few holes in the casing which would have leaked oil, so these were duly welded up.

It was obviously important that the actual pads were aligned correctly on the axle, so some careful measuring was required before they were welded on. Incidentally, we decided to change over to 0.8mm welding wire to cope with the thicker metal involved – experience has taught me that welding thick metal with the 0.6mm welding wire is invariably hopeless.

After being painted, the repaired axle was refitted to the



**Back in place after axle mount and spring hanger replacement.**

*"Careful measuring was required before they were welded on"*

springs and the tipper bolted onto the hubs. The van was carefully jacked onto its side, propped up and supported on wooden blocks, then the axle and spring were removed so that the spring pin could be cut off, the new one offered up and welded in, again using 0.8mm wire. This was all time-consuming, but not technically difficult. While the van was on its side, we took the opportunity to clean up and paint the floor, something much easier to do when you're not trying to make the paint flow upwards into the seams.

The next phase of the project

is to finish off the back of the van while this is off the chassis and easy to access underneath. We could easily get carried away and fit new wheelarches and floors, as these have been repaired in the past and are a bit battered. However, they are solid with no cover patches or rust, so I decided not to replace them. The van is never going to be a prize winner as it's had way too many patches, but that's not the point. This project is about getting the old family van on the road in a smart and usable condition.

With all of this work on the van, I have not had much

time to push forward on the other projects. Nevertheless, I did finally track down some much-needed parts for the Alta head OHV conversion for my 1950 lowlight tourer. As regular readers will know, I've long been trying to source some of the missing internals. I've made good progress on this over the past few years, and now only have a few bits missing, including the inter-tappets and pushrods. The inter-tappets replace the valves located in the sidevalve block and then allow pushrods to fit into these to reach the rockers. The whole setup appears to be far from perfect, but is the easiest way to get an OHV engine into a sidevalve Minor and is a rare period modification.

Unfortunately, they have also proved to be as rare as the proverbial hen's teeth. The only ones that exist appear to be in engines in use, and for understandable reasons people are reluctant to lend them to me. Cue the ever-helpful Rob Thomas, who provided me with some sample valves that I got reproduced earlier this year. He had a spare complete engine with an Alta head and kindly agreed to strip this down to enable me to get some inter-tappets and pushrods made. These arrived last week, and I am looking for quotes on getting them reproduced. If you're interested in a set, please get in touch.

CM



**This is the van rear body ready to be stripped and repainted.**



**They might not look much, but these Alta tappets and pushrods bring the prospects of getting Will's OHV Alta head conversion in one piece and on the lowlight much closer.**





## Simon Goldsworthy Editor

Simon always has too many projects on the go, which means progress on individual cars can sometimes be slow. On the bright side, it does mean he never gets stuck watching telly of an evening. He like virtually all classics, but has a weak spot for anything small, basic and generally overlooked.

### MY FLEET



#### 1946 STANDARD 8 TOURER

ENGINE: 1009cc sidevalve four  
OWNED SINCE: 2013

#### 1966 HERALD CONVERTIBLE

ENGINE: 1493cc OHV four  
OWNED SINCE: 2012

#### 1983 ACCLAIM

ENGINE: 1335cc OHC four  
OWNED SINCE: 2015

#### 2005 MG TF135

ENGINE: 1796cc DOHC four  
OWNED SINCE: 2018

### To-do list

- Crack on with the Standard interior
- Sell the Herald, Standard or MG

### THOUGHT OF THE MONTH

I really don't know why there are some jobs I enjoy and others that I hate. For some reason, it is cam belt and wheel bearing changes that are towards the bottom of my list of fun ways to spend the weekend.

## A top end in tip top condition



I've had my MG TF for two years now, and it is a lovely car both to look at and to drive. It has the 1.8-litre 135Ps engine, so sits between the entry level 1.6 and the top of the range VVC, but like all TFs it is perfectly poised on the road and has more than enough power for normal use. Being a 2005 car and right from the end of MG-Rover production, it also has all the goodies such as a glass rear screen in the soft top, a colour coded hard top for winter and the more comfortable suspension package. It was also specified from new with the desirable four-pot AP Racing brake calipers and the very rare and very expensive Oxford leather interior.

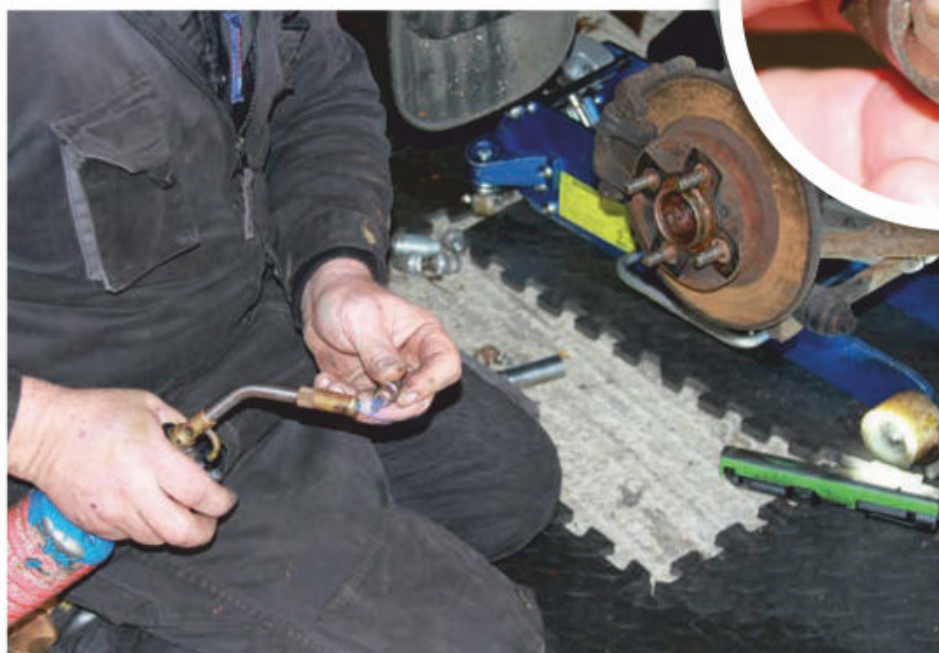
All in all it should be the perfect more modern classic

for regular use, but I have to be honest and say that it is slightly too modern for my classic tastes and I really am not using it enough to justify either the road tax or the garage space. I would sell it, but the problem is that prices for the Fs and TFs remain stubbornly in the doldrums and I really don't feel like giving it away. I paid £2250 originally and have since spent another £1000 on it (much of it on a set of new Falken tyres and the work I am about to detail this issue,) but might struggle to get any interest above £2000. However, if any readers wish to prove me wrong, do drop me an email on [classics.ed@kelsey.co.uk](mailto:classics.ed@kelsey.co.uk) In the meantime

there is no excuse for not keeping it in top condition, and that meant two big jobs needed doing. One was a cam belt change because although the car has only done 10,000 miles since the last one (and the specified limit is 60,000), there is a time limit too and this had expired. The other issue is something that afflicts many Fs and TFs, particularly those which don't get used enough – the clutch actuation arm starts to seize in the bellhousing. This manifests itself either as a very stiff pedal, or the pedal staying on the floor and only slowly returning to rest. Eventually it can get stiff enough to pop the hydraulics.



**Left:** The unique spiral design inside an Irwin socket makes it ideal for removing stubborn and rusty nuts.

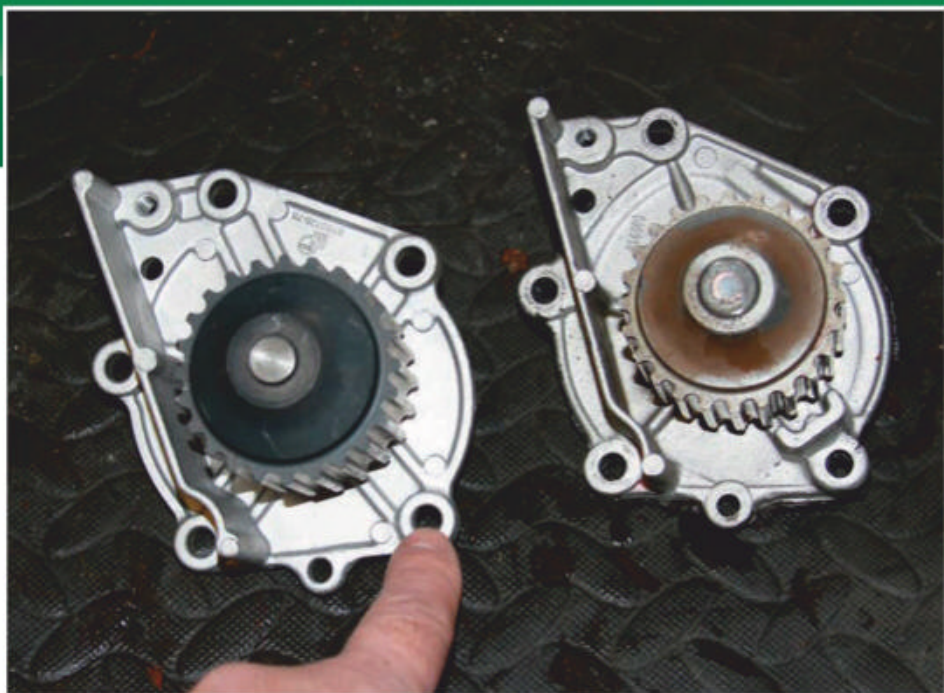


A simple tip when dealing with rounded off plastic clips is to heat the screwdriver bit with a blow torch...



...then when you push the hot bit into the plastic clip and allow it to cool, it will melt a new slot that fits perfectly.





**Note the lack of an extra casting indicated on the non-original water pump – the casting is designed to catch weeping coolant.**

I have to admit that while I have changed cam belts on a few cars, it is not a job that I enjoy. However, I know a man who does! Or rather, I know a man and a woman who do – Jon and Claire Norris, the mobile mechanics of Rough Luck Racing. They have also developed a technique for freeing off stiff clutch actuation arms without having to remove the gearbox, so we duly scheduled in a visit.

I don't propose to give a detailed step-by-step account of changing the cam belt, not least because we have done that in the past. However, Jon and Claire were happy to pass on a few tips, many of which have wider relevance. Like, for example, the use of Irwin sockets to remove slightly rusty nuts. Rather than flats, these have a unique reverse spiral flute design which fits both metric and imperial fasteners, gripping even damaged nuts and bolts tightly – on the TF they can be invaluable on some of the small bolts that secure the plastic timing cover.

Another tip is to use a wobble bar rather than a

straight extension bar if access is not 100% direct. On the TF, this applies to the engine mounting bolt that has to be removed to get the old timing belt off because the sheet metal above it means your angle of attack is actually 5° off centre. Some garages will replace this bolt using a straight bar and an impact wrench. This will cut a new thread – good luck with undoing it a few years later when you next need to change the belt!

Next up, if you have any trim that is secured with plastic clips and the crosshead slot has become mangled, heat up the screwdriver bit with a blowtorch, then push it into the clip and hold it steady as it cools. This will melt into the plastic, giving you a fresh groove against which to turn.

A general point on timing belts is that you really should stick to the scheduled intervals between changes, even if the car does minimal miles. That's because the rubber degrades with time, and while the belt that came off my TF looked to be in perfect condition, Jon advises that they only ever



**It took about an hour to free off the clutch actuation arm completely, a process that helps Claire keep fit!**

*"On the K-series it is good practice to change the water pump and belt tensioner at the same time"*

come off in one of three states – looking perfect, with stripped teeth or in a flat line, and either of the latter two will result in series damage to the K-series.

As with many engines, on the K-series it is good practice to change the water pump and belt tensioner at the same time. Jon and Claire don't like to use the original MG-Rover design of water pump because that has an extra casting around the bottom bolt to catch any drips, the coolant then being evaporated off by engine heat. As they point out, on a system such as the TF where coolant level is critical, they would much rather have advanced

warning of any possible leak.

As for the clutch problem, an hour spent working the actuation arm back and forth with a custom-designed lever while spraying in a cocktail of penetrants and lubricants had the pedal back to its proper light and easy delight. They did also fit a new clutch slave cylinder though, because when they went to re-rubber the old one as a matter of course, we found there was some varnish and pitting on the piston. We could have cleaned that up, but cleaning up the bore would not have been so easy and so we (or they!) took the safe option and replaced the lot.

CM



**There was varnish on the clutch slave piston and presumably in the bore too, so a new cylinder was fitted to be safe.**



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# CLASSICS

## Troubleshooting with Steve Rothwell

Our helpful Q&A hotline may be able to solve your classic-related problems, so why not email us at [classics.ed@kelsey.co.uk](mailto:classics.ed@kelsey.co.uk) and we'll do our best to help.



### FORD ESCORT RS2000 BURNING OIL

**Q** I have a 1980 Ford Escort RS2000 with the original 2.0 Pinto engine, which has been in our family since new and so I know that it has always been serviced and well looked after. It has now covered just over 140,000 miles and even the camshaft (which you may know was a weak point on these engines) is original.

The engine starts and runs well and there are no knocking or slapping noises when it is running, but (there is always a but!) it is burning oil at the rate of half a litre every 100 miles or so. The cylinder compressions are good and the oil pressure shows on the gauge as being good. I have already changed the valve stem seals in situ, but the car still smokes quite badly. I am not sure what to do next.

Could the compression rings be good, but the oil control rings have failed, or is the problem likely to be that the valve guides are so worn that the



The problem may be oil escaping past the valves or the piston rings as the stem seals have already been replaced

seals are no longer able to prevent the oil seeping down the valve stems?

**David Snell**

**A** It is possible for the compression rings to be good and the oil control rings to have failed, but it could be the case that the oil control rings are gummed up more than worn out.

There are a few points that I would make. If you were to remove the head with a view to having the valve guides replaced, it would be possible to some extent whilst the cylinder head was removed to check the condition of the bores by carrying out a soak test on them. By setting all the pistons at the half-way mark and pouring a few ccs of WD40 or Duck-oil in the bores, you can then check the rate that the fluid runs down into the sump. If this is quite quickly (within the hour) then a full strip-down would be recommended, but if the fluid sits quite happily in the bore overnight then I would be say that the oil rings were doing their job. As the head will need to be removed to carry out a rebuild, the effort in its removal will not be wasted.



### JAGUAR XJ40

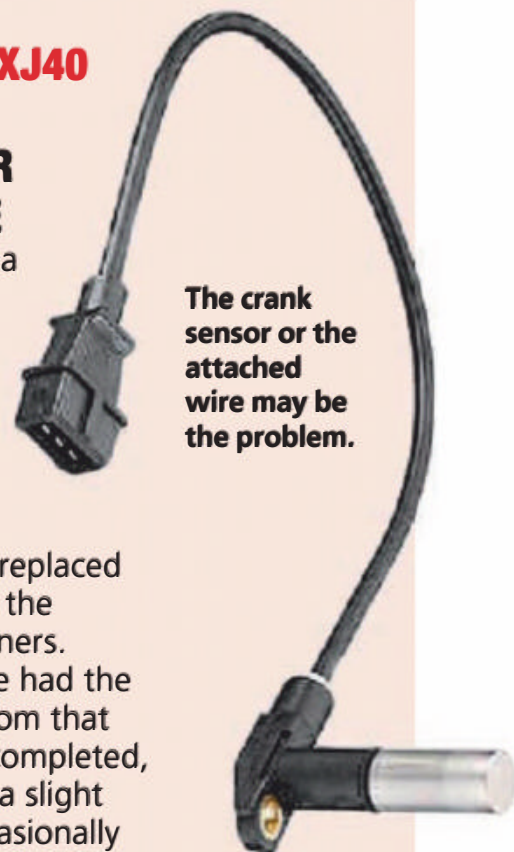
#### WET WEATHER TROUBLE

**Q** I have a 1989 2.9 XJ40 on which I recently had the timing chain tensioners replaced along with the rubber runners. Since I have had the car back from that job being completed, I have had a slight misfire occasionally which, if I take the Jag out when wet, gets really bad to the point where the engine can cut out. Also, when playing up the engine will pink. Again this is quite bad and really affects the driving.

When the engine cuts out, I have tried wiggling the HT leads, but this doesn't appear to make a difference. However, if I move the wire going to the crankshaft sensor this will normally allow the engine to start and run again, but after a short while it reverts to the missing and pinking. I was thinking of changing the sensor myself. Is this a hard job?

**Ray Law**

**A** From your description of the events and from the details you have given me, I would confirm your suspicion that the crankshaft sensor may be the root of the problem. Before changing it, I would though just check that the plug is firmly attached and that the sensor is located properly in position. As adjusting the wire makes a difference, it may just be the case that this has not been correctly refitted after the cam chain tensioner and guides were replaced. If the plug is firmly fitted and the sensor is secure, and if no problems with the wire from the sensor plug to engine can be seen, then I would replace the sensor. This does come with a short piece of loom, and the damage may well have occurred to this when the cam chain tensioner job was completed.



The crank sensor or the attached wire may be the problem.



### ALFA ROMEO SPIDER DASH RESTORATION

**Q** Sorry to bother you with this, but I have a question: where do car repair/restoration enthusiasts in the UK go to get paint supplies to restore their dashboards, or go to get their dashboards restored? I need to restore and repaint the navy blue dashboard of my 1980 Alfa Romeo Spider. I've subscribed to *Classics Monthly* now for a few years, but I've never seen anything on refinishing or restoring dashboards. A few years ago I found a company based in the USA called Colorbond, who have a decent product for refinishing dashboards, but they don't seem to have a presence in Europe and don't ship here either. I did eventually get hold of a finisher from them and although I really do like how easy that finisher applied and bonded with the plastic, it was too light to be a satisfactory colour match with the rest of the dash. I also found a company based in the USA that do full dashboard restorations if you send them your old one, but it does come at a substantial price. Would you be able to assist? I actually live in Spain, but I do have in-laws in the UK.

**Rene Tuinman**

**A** The actual process of repairing a dash with vinyl soft trim is quite a complex and specialist procedure and involves using a grain texture paper that matches your dash and then mixing a repair compound to cover the damaged area. Using the correct



Rene's first attempt to recolour this Alfa dash was not a successful colour match (above). There is damage to be repaired too (right).

grain pattern paper, the area is then ironed over with a special trim hot iron to mould the repair into a match with the original dash.

Alternatives are available, and in the UK [www.frost.co.uk](http://www.frost.co.uk) do a padded dash filler (product S620, though it was out of stock on the day I looked) formulated from special polyester resins that are said to increase adhesion to vinyl and other plastic substrates. They also sell a vinyl repair kit (product number U400), but this has limited colour touch up options.

The Colorbond product you refer to does appear to be available on eBay and so that may also be an option – according to their website they can ship internationally on a limited basis, so it may be worth contacting them via [www.colorbondpaints.com](http://www.colorbondpaints.com). Another alternative is available from a UK company at [www.vinyldye.co.uk](http://www.vinyldye.co.uk) – they

say their product has 'a special ability to seep into a material, unlike paint which sits on top of a material.' They also say: 'Use our specially selected vinyl dye to paint/re-colour/dye plastic and other materials because it's waterproof, doesn't crack, is UV resistant, won't hide surface details or reliefs and doesn't peel or scratch off.' They also do a colour matching service, but not having used this company, this is only a suggestion and not a recommendation.

There is also a company in the UK at [www.classictrim.co.uk](http://www.classictrim.co.uk) who undertake full dash restoration, but again we haven't used this company and so this is only a suggestion and not a recommendation.



### PEUGEOT 405 PINKING PROBLEM

**Q** I have a 1989 Peugeot 405GRi which I am reluctant to let go as I do not like the intervention of all the electronic control on newer vehicles. It is, however, the little amount of electronic control on my Peugeot which I believe is causing my present problem.

A while back, when the car was idling, the auto-diagnosis warning light would occasionally flash on and the engine would try to die. Eventually this worsened to a state where the car would stall every minute whilst trying to idle. It would also pink all the time, and when driving steadily it would jerk around.

At that time my garage fitted a device from Peugeot in the vacuum pipe between the inlet manifold and ECU. This got rid of the violent jerking and the stalling, although the auto diagnostic light still occasionally flashes on. It has not though got rid of the pinking, and this is still a concern. I have tried the premium fuels available, but with no success. I would be

grateful if you could supply a solution.  
**Peter Mason**

**A** From your description I would think that the problem may still be related to the vacuum system. The modification you describe was I believe to help dampen the effect of the vacuum to the MAP sensor, which on your Peugeot may be built into the ECU.

The first check would be to examine the vacuum pipe to ensure it has not cracked, split or dropped off. If all these points check out OK, then the next step would be to ensure that the vacuum hose is dry inside. It has been known for the hose to fill with petrol, and this will then prevent the correct operation of the MAP sensor.

If still no fault is found and you have access to a vacuum gauge, then it would be worth connecting this to the vacuum pipe to the sensor and ensuring that the system will hold a vacuum. You will be looking at the system holding around 600m/bar.



The Peugeot ECU which has the MAP sensor built in and requires a vacuum connection.

One other test would be to clamp the vacuum hose off close to the manifold and road test the vehicle; this may help determine if the sensor is making a difference. From a quick check it appears that [www.atpelectronics.co.uk](http://www.atpelectronics.co.uk) can still supply a replacement ECU for your vehicle if this is the system where the MAP sensor is incorporated into the ECU.



## FORD SIERRA COOLANT CONCERN

**Q** I had the 1769cc CVH engine in my 1988 Sierra reconditioned and have done just over 500 miles since then. It has now started to use a lot of coolant. I topped up the expansion tank to the MAX mark, but after only 16 miles the level had gone down to below the minimum level and I needed to top it up with just over ½ litre to put the level back to the MAX mark. It seems that on every journey now the level is dropping at the same sort of rate. I cannot find any external leaks in the cooling system, but I have discovered froth on the bottom part of the dipstick and also further up it. I am sure that the coolant can't all be going into the sump as wouldn't that fill the sump and raise the oil level?

**John Sheade**

**A** From the description you give it does sound as though the coolant is seeping through the head gasket and into the sump. You may also be losing coolant through the bores which is then burning off and out the exhaust. You did not mention why the engine was overhauled or what was done, but if the engine did have a cooling system fault before the rebuild, this could have been overlooked and may not have been fully attended to.

You may be looking at a cracked cylinder head or it may be a defective cylinder head gasket. Alternatively, the froth on the dipstick may simply be the residue of the engine block being cleaned out and the coolant loss could be a defective header tank pressure cap which is allowing the coolant to push out of the system



The header tank should be checked around the base for possible signs of cracking.

when hot. My suggestion would be to first check the header tank as they are known to crack, then replace the cap and if there is no improvement, I'd return to the engine remanufacturer and voice your concern.

## HONDA ACCORD SUMP PLUG PROBLEM

**Q** I have a 1989 Honda Accord 2.0 EXi which I have had for many years. For some time now I have had difficulty when carrying out the oil change in removing and replacing the sump bung. The last time I did this, I needed to use PTFE tape and sealant to get an oil tight seal upon replacement.

I am due to carry out another oil change shortly, and would like to know if there is an alternative to replacing the sump plug. Can a helicoil insert be purchased, and what size would I need? I would also presume I need a new sump plug as well, and would need to know what size to get. The sump appears to have a threaded insert which is spot welded to the inside of the sump pan, but it is not very deep. Could this just be re-tapped? And if so, what size tap would I need and where would I get a new sump plug to match the re-tapped hole?

**Andy Grant**

**A** From the data I have, the sump plug on your Honda should be 15mm deep and have an M14 thread. It does depend on how damaged the thread is – if it is not too bad, then Laser do a kit 7661 which includes a tap and new sump plugs. This is used to tap the damaged thread slightly oversize, then fit a new drain plug and washer.

If the thread is slightly more seriously damaged, then a helicoil kit may be a better option, but most of the kits will come with far more than you will need for just the one sump plug and financially it may be worth allowing a local garage who have a kit to do the job for you. They will be experienced in doing the job and will only charge you for the helicoil needed, not the whole kit.



## TOYOTA COROLLA GT SHORT-TIME NON-START

**Q** I have an intermittent fault on my 1984 Toyota Corolla GT Coupé, the rear wheel drive car with the EFI 4A-GE engine. The car will always start perfectly from cold and will run perfectly until switched off. If the engine is then restarted immediately, it will start straight away, but if I leave it for anything longer than a minute, it will not start again and will then need around ten minutes of rest before starting. I have done some checks and when the engine will not start there is no spark at the spark plugs or HT leads. The battery and the starter motor are both good, and the engine has no trouble spinning over. I have recently taken the cylinder head off. Is it possible that I have disturbed something or left something disconnected?

**Paul Boswell**



It may well be the coil which is the cause of these problems.

**A** Having checked and found no spark at the plugs or coil when the engine will not start, you have found the source of the problem. When an engine is first turned off, the latent heat will percolate and cause any components around the engine to warm up to a temperature above that at which they normally operate. It may well be that the coil, amplifier or distributor is breaking down due to this slightly higher temperature, then once settled and cooled, the problem will pass. It would be a good idea to check all the terminals and connections in the ignition circuit because one of these may have been disturbed during the removal of the cylinder head. The cables to pay particular attention to are the red, white and black wires to the ECU from the pick-up and the black/white and black/green wires from the ECU to the amplifier. Using an Ohmmeter you should also check the coil when hot – this should register from 0.5 to 0.7 Ohms between the LT and HT terminals. I would, though, say that the amplifier is the most likely component to fail under such conditions.



# PROJECT ESCORT PT7 GEAR LINKAGE & INTERIOR

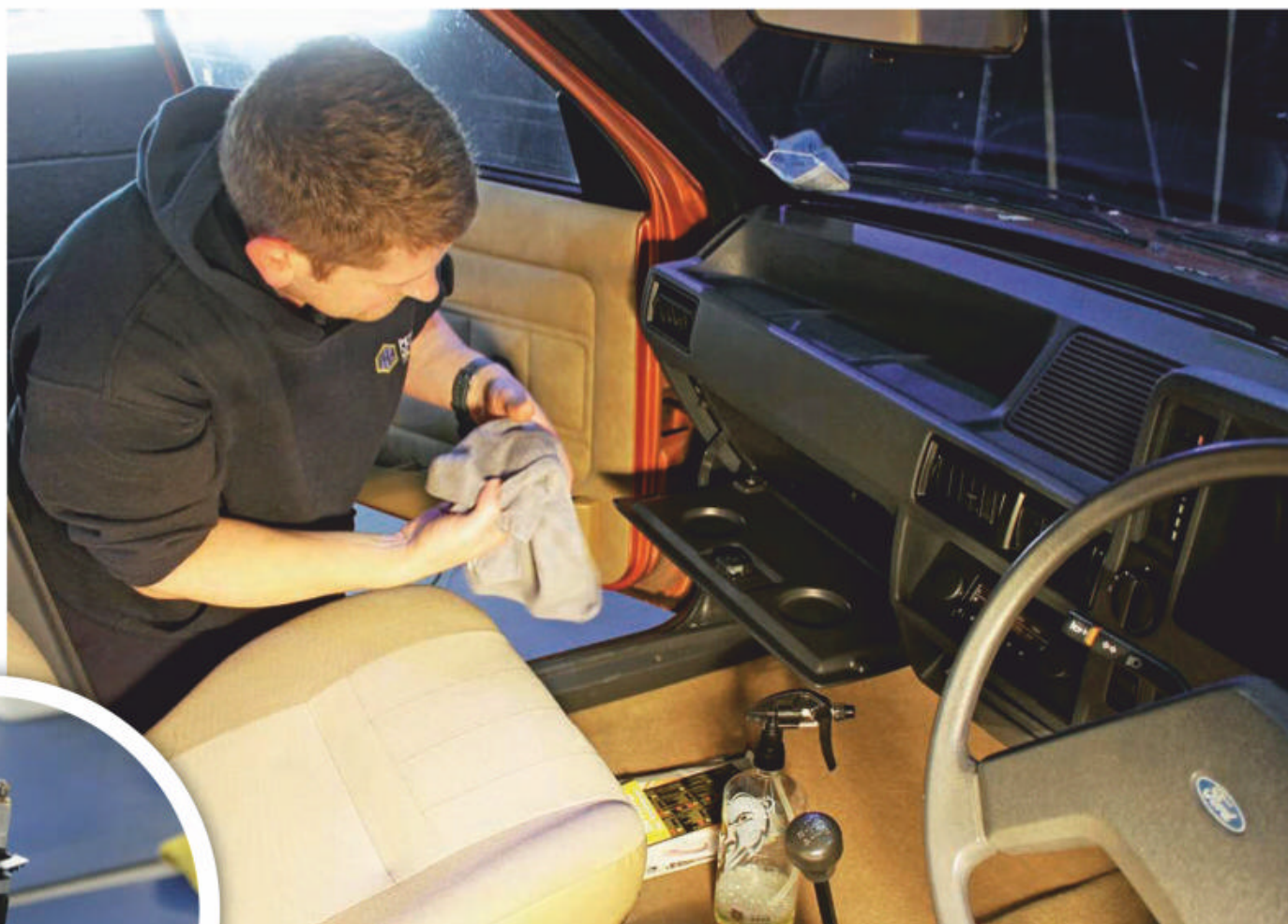
All is not yet done with our project Escort, as a few little niggling jobs still remain to do. With the big stuff out the way, we were able to take a closer look at the smaller tasks. Report by Aaron McKay

In the last episode, we saw a fresh layer of paint applied to our Mk3 Escort 1.3L. We suspected that our radio aerial had been kept in place during a previous respray, so when we set to removing it this time, the item in question was very stubborn indeed. It was a good job we persevered in removing it as the bodywork underneath was a bit crusty, but it left us with an aerial sawn in half and thus no way to enjoy the medium and long wave radio on board.

Finding a replacement aerial was difficult. The market is saturated with electrically operated chrome aerials that, while looking the part, wouldn't have quite matched our car's original specification – it's a 1.3L, not a Ghia. The alternative seemed to be a black plastic aerial, which was less fancy but still wouldn't have looked right. With a bit of extended searching, however, I finally managed to find a chrome aerial which extended manually.

Equipped with this online purchase, I made my way back to Q-prep in Oundle, Cambridgeshire for the fitment of this and a few other final checks. In the workshop, the car was looked over and fluid levels, tyre pressures and a few other bits were checked before we got onto fitting the aerial.

First, George of Q-prep acquainted himself with what was left of the aerial after the bodywork team at Tiger Racing



had removed it. Off with the grommet which had covered the hole at the top of the wing and a look in gave some idea of where the new aerial would go. It was from underneath, though, that the best angle was had. Up went the car on the lift and the driver's wheelarch got a proper inspection from a more comfortable

position. We then saw clearly where the old aerial used to be fixed to the inner wing and where the cable went into the cabin.

To free the cable it was necessary to disconnect it from the remaining lower section of the old mast. Once this was done, we approached the cable from the inside of the car, on the other side of the bulkhead/A-post/inner wing. To gain access, we had to remove various bits of interior trim. Fortunately this was relatively easy and involved just a variety of screws. First, the door sill trim and kick panel at the lower corner of the driver's door were removed to gain sight of the cable as it came through from the wing. There are two holes in the panel here that allow sight of it and physical access, but only just.

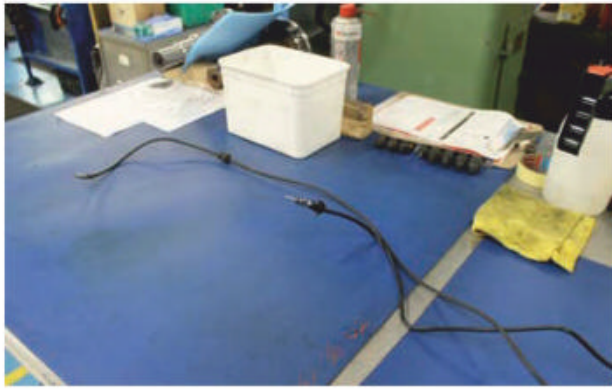
Following our cable to the radio was a bit of a treasure hunt consisting of removing bits of trim and hoping that we'd catch sight of it. As it turned out, removing the steering cowl didn't help at all, but removing the lower part of the dashboard did. This comprised a long plastic panel as well as a foam section that was held in with clips. Eventually we had enough access to remove the old aerial from end to end.

Comparing the new aerial with the old one, it was obvious that we'd be working with far less cable length. Lining it up with the car, we did have our doubts about



Lower sill trim, then kick plate removed to access aerial cable inside the cabin.





**Difference in length between old and new aerial was a little concerning.**



**New aerial mast didn't quite reach secondary mount, so it is straight and upright rather than angled slightly.**

whether it would be enough, but there was only one way to be sure. We started with the aerial mounting at the top of the wing. George had already assembled the castellated bracket that would fix to the bodywork around the hole in the wing. We had to abandon the idea of joining our new aerial assembly up with the old secondary mount further down the wing as it simply wasn't long enough to reach. This isn't strictly necessary anyway, only really offering a bit of rake to the aerial, so we were happy to continue with a secure, if straight-postured aerial position. The new cable then went through and into the cabin, bushed by a new grommet that offered its own little difficulty in fitting.

It looked like it would reach the radio just fine, but it had to be routed in such a way that it wouldn't be disturbed. We followed the old cable's route, just above the pedals, and it was hidden by the trim pieces once replaced. Plugged in, mast up, we tested the radio. Success! The interior trim was put back as it had been removed, careful to get the order right for things like the little clip before the kick panel on the side, and the lower dash foam insert before the plastic section that secures it. Finally, a check of the aerial mast's bracket to make sure it was a tight fit and we were ready to move on. ■

## GETTING INTO GEAR

Moving on to our slightly iffy gear change, I had got used to our Escort's rather nuanced gear selection but I couldn't ignore the words of all those who drove it: lovely car, drives great, except that gear change is a bit sloppy. Well, since one of the first of those was George at Q-prep, I asked him what could be done about it.

First was to lift the car up to have a proper look at the gear linkage from underneath. Rather than modern cars' cables, the Mk3 Escort's change is via rods that are bushed at either end. It became clear that a pin at the front end of the lower rod was noticeably worn and allowing some play, plus at the other end there was a bit play from the plastic box which marked the lower point of the gear stick. With these two points of attention identified, it was decided that the rod assembly would come off the car.

Separating our linkage from the car naturally required disconnecting from the gearstick itself, and so we had to lower the car back down to get into the interior. The gaiter lifted up fairly easily to gain access to the lower shroud, which was held on by three screws, but made a bit awkward by the neatly tailored carpet around the area. With the shroud removed and the gear lever exposed, we returned the car back up on the lift and continue the removal process. This was relatively simple at the front, but at the back there was a



**The front end of rod linkage was showing wear and allowing play.**

small frame attached to the plastic box. The removal of two 13mm bolts each side of this frame freed it from the underside, but there was still the exhaust to clear. The temptation was to pull the exhaust down while pulling the linkage away, but George offered a word of warning: since there was only one join in the exhaust away from the manifold, it was best to loosen the join rather than risk any damage to the manifold. This done, the exhaust then allowed just enough clearance and we were able to take the linkage away to the bench.

Disassembled on the bench, it was the front end bush that was to be dealt with first. This consisted of a pin going through a metal yoke on the rod, through two plastic bushes and securing the flexible joint to the end of the rod. The pin was reluctant to part company with the yoke, but after some filing and tapping it finally relinquished its hold. The assembly was inspected now that the bushing had been removed. There was a bit of corrosion inside where the old bush had given clearance to the atmosphere, so this was sanded out with 120 grit emery paper and cleaned up.

We were going to make up new brass top hat bushes and steel pin, carefully machined to fit. With measurements taken for the length, inner and outer diameters, a brass rod was found and then cut to workable length before being machined to spec. The centres were then drilled out to 8mm to accommodate the pin that would secure these and the rod in place.

With our nice new bushes, we returned to the rod. While our new brass items were perfectly shaped, it became clear that the »



**George and Stephen carefully remove the entire rod linkage from the car.**



**The old pin may have been loose in the bushing, but it was very reluctant to be removed from the joint.**



**A new brass bushing piece was drilled through, then further machined down to size for two top hat bushes.**



« rod wasn't quite as consistent. A bit of filing of the ends was necessary before the tops of the bushes could rest cleanly and without suggestion of an awkward angle. Similarly, the 8mm pin was a very tight fit at first – in fact, too tight. So, the use of a reamer tool was necessary to finely hone the brass bushings to allow just the right amount of clearance. The other option might have been to machine the pin, but as this was of a harder metal it would have been the more difficult choice and, as George pointed out, it's best to keep these things at standard measurements.

So, the rod remained a nice 8mm. It had to be equipped with fixings of its own, though, namely C-clips. The points were measured out, including space for washers, and machined accordingly. With a dab

of grease, the 8mm pin went in and the assembly was all fixed in place. Once this was all together, it was obvious that all slack had been removed.

Next was to look at the plastic box, which had been thoroughly cleaned in the meantime and now hardly looked like the same blackened item that had been removed earlier. Inside there was more plastic and it was clear upon closer inspection that it had worn a little over the years. There was little we could do but accept that this would be how it would be. What we could do, though, was re-grease the box and supply its supporting frame with new bolts.

With everything reassembled on the bench, we brought our rod linkage arrangement back to the car for refitting.

Just as during removal, refitting the rod assembly required two sets of hands, but once it was located above the exhaust and secured with a couple of bolts it was simply a matter of tightening everything back up in the reverse order to removal. The same was the case from the inside after the car was lowered, and a quick go with the gear stick demonstrated the very satisfactory results: there was now effectively no slack in any of the gear positions. Nothing's ever perfect though and the slight baulking between gears remained, but this is something linkages can't help as it is derived from wear in the gearbox itself. Even so, I drove back pretty chuffed with how well our Escort was operating, and it should certainly stop some of the complaints. ■



Now thoroughly cleaned, our linkage was looking much better.



A new pin was measured, machined to size, then greased up and C-clipped into place within the new bushes at the front end of the rod.



Newly assembled on the bench, the linkage was refitted to the car and fixed in place top and bottom.

## TIDYING UP

I may have been happy with the gear linkage, but I was less chuffed about the condition of the interior. It was generally tidy, although one unknown recent user had left some sticky residue on the seatbelt and steering wheel, and the front seats were blackened with years of dirt. So I spoke with Chris at Piston Heads Detailing and arranged to bring the car in.

The whole of the interior was to be valeted, but certainly the biggest challenge would be the front seats. After a thorough vacuum, attention turned to the driver's seat. Not only was this the worst area, but conscious that I'd be driving the car home, Chris suggested that we look at this one first since it'd need time to dry after the wet vac treatment. First, Chris started with a simple, relatively gentle cleaning solution in a spray bottle and a soft brush just to see what we were working with. Just as with any treatment, it was done carefully and evenly across the seat squab.

Once the chemical solution was worked into the fabric, loosening the dirt bonded to it, the wet vac was used to bring it and the dirt out. I could see the difference as the flat nozzle of the wet vac left clean fabric behind it, but Chris wasn't finished yet. Next a more abrasive brush and stronger product was employed to work

deeper into the fibres of the fabric, and the process repeated. The wet vac solution remained the same.

We were clearly getting somewhere, but there was still visible dirt left. There was time yet, though. We'd have to leave it to dry and then go again with the wet vac to see how much dirt had been separated from the fabric but had remained in the water on the surface. It was pointed out that it's key to know when to stop and wait, rather than to simply saturate the fabric with chemicals that can cause damage. Anyway, we had the rest of the driver's seat and interior to do. For the driver's backrest, it was straight to the more powerful chemical solution and abrasive brush judged necessary for the squab.

As Chris then turned his attention to the passenger seat, I asked him if he saw this kind of black staining much in other cars. 'It's a build-up of fibres from clothes,' he said. 'Things like waxed jackets in particular can leave marks. You do see a difference in new cars and older ones like this not only in the fabric itself, but in the types of dirt left from different clothes, jeans being far more common now.'

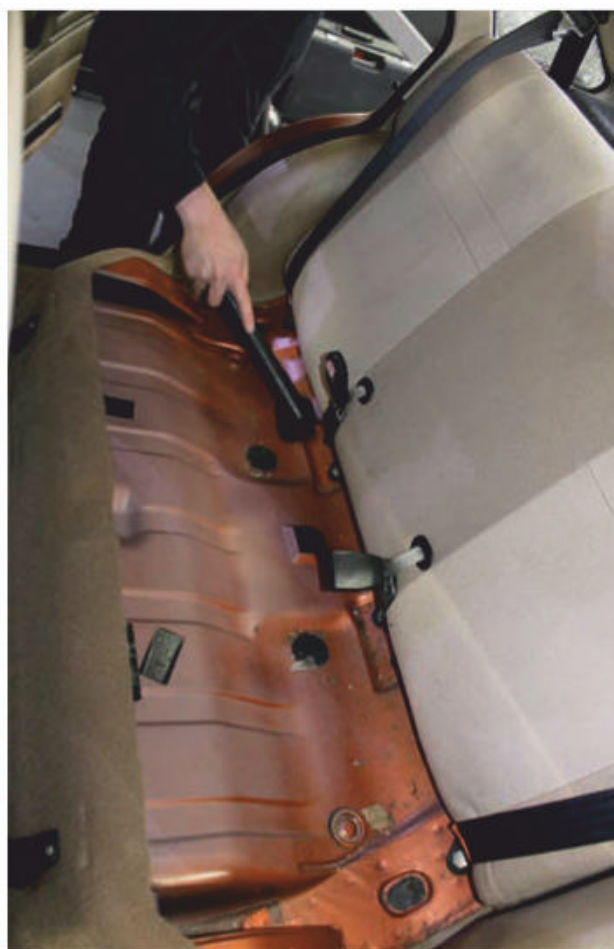
By this time, the passenger seat was wet vacced, but this had made more noticeable two stains on the backrest. Chris focused



Our driver's seat was by far the worst part of our Ford's interior.

on these with the brush again and another wet vac, but they didn't look like they'd go easy. To help things along, particularly for the driver's seat, heat lamps were set up. These were placed just close enough to help with the drying, but not so close they damaged the interior.





**A thorough vacuuming of the interior was the first step, including underneath the rear seat squab.**



**The first stage cleaning solution was gently worked into the driver's seat fabric using a soft brush.**



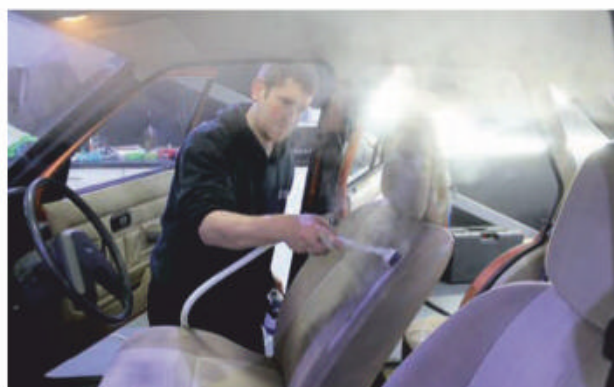
**Use of the wet vac showed the sheer amount of dirt that was trapped in our driver's seat – astonishing.**



**Chris then resorted to a more aggressive cleaning product, along with a stiffer fabric brush. This was used straight away with the backrest.**



**The wet vac results after the solution had had time to separate dirt from the fibres was impressive.**



**After a time, Chris returned to the worst areas of our front seats and attacked them with a steam cleaner.**



**We noticed that the elastic on the rear seat belt buckle straps was wearing thin and becoming fragile.**



**This was the rear squab before any cleaning, not looking too bad...**

While those were drying, there were other details to deal with as well as. As is so often the case, the rear seats were in much better condition than the front ones so we could return to using a gentler chemical and brush, and then just one round of wet vacing. In fact, the rear bench backrest didn't need wet vacing at all, just a simple mist and wipe. Curiously, we did notice at this point that the elastic straps holding the seat belt clips were quite severely worn, and one even broke after a cursory test. That's what 40 years can do.

We then returned to the front seats. I was surprised at how much cleaner they looked now they were dry, but there was still a little dirt left. Clearly this seat was a real task. The next step, Chris explained, was to steam clean it. Steam would penetrate deeper into the fibres than our previous methods, with the same chemical solution as initially used. This treatment was also used on the two stains on the passenger seat that were marring the now otherwise very clean fabric.

The difference from before and after was quite astonishing, and although I'd long noticed the dirt on the seats of our Ford Escort, even I didn't quite appreciate how dirty they were until the grime was cleaned out. It was a balance though, as Chris explained, because at a certain point you risk pulling the fibres and so there is a limit to how much cleaning can be done.

With the seats done, it was the carpets next. Taking the fabric brush and all-purpose cleaner, it was just a matter of careful but determined work, then a wipe down with a cloth. Proper care was taken to cover all the detail areas that Chris stressed always bring up the standard of a car's appearance. True, I thought, and I could really start to see the beige interior of our Escort coming up to a standard that had been long forgotten. To complete the valet, the boot carpet was also wet vacced, various details given attention such as wiping down the dashboard and door cards, and a thorough walk-around to cover any missed spots. ■



**... and this was the rear of the interior afterwards, looking better than ever.** »



## SURFACE DETAILS

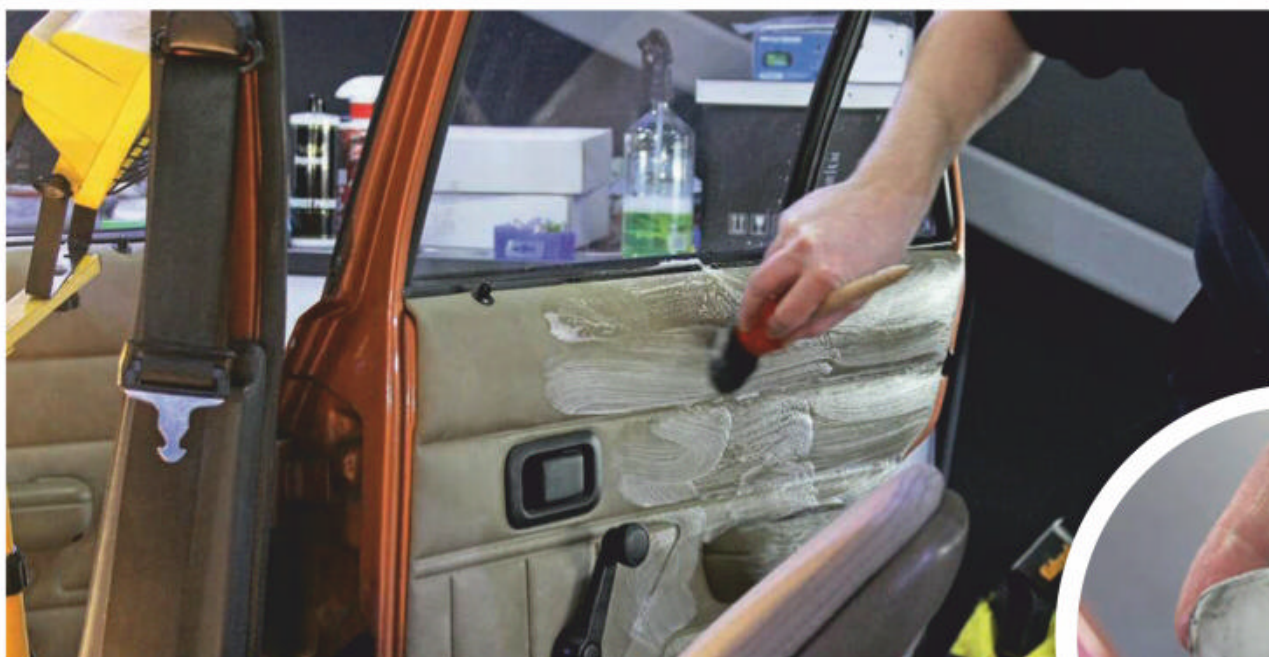
I had said to Chris that there was some mysterious sticky material on the steering wheel and, oddly, the seatbelt too. There was clearly quite a bit more grime left there too, as the microfibre cloth had picked up a good amount as it wiped off the cleaning solution that had just been applied. It can be worse though, Chris said, particularly cars owned by people who wear a lot of make-up. The seatbelt offered its own amount of dirt too, but it seemed that the rest of the dashboard, also attacked with just a simple cleaning solution and wipe over, was reasonably clean. Now, it was perfect.

The part of the interior that's easy to miss until you are sitting in an otherwise clean car is the glass area. One thing



**It was slightly worrying how much grime on the steering wheel was wiped off with a microfibre cloth.**

that had always been on my radar was a miserable and stubborn red sticker on the windscreen. 'Yep, that'll need a heat gun,' Chris said, and promptly turned up with



**Door cards were in good shape and so were simply brushed with a relatively gentle cleaning solution and wiped down.**



**Chris used a heat gun to soften the glue holding a stubborn sticker on.**

## INSURANCE TOP TIPS FROM ADRIAN FLUX:

1. If you only use your classic car for shows and special occasions, you may be able to negotiate a lower limited mileage premium.
2. Belonging to a car or owner's club can secure a discount of up to 15% off your insurance
3. Almost 80% of all customers receiving an online quote\* could have obtained a cheaper quote over the phone

\* Data taken from September 2018

one and removed the sticker cleanly.

Next was cleaning all the glass with glass cleaner and a microfibre cloth but, looking closely, we noticed some misting on a window that wasn't being cleaned away. This was overspray that had possibly occurred during our recent respray, and the solution was to remove it with a clay bar. This just needed water to lubricate the glass surface so that the clay could work its abrasion through the paint. This was done all round the car as we noticed a few other misting spots on other windows.

Then it was just a nice round of glass cleaner and wipe away with a microfibre cloth, and the Ford's windows – all original we noted – were looking beautifully clear. Thanks to a bit of tyre and glue solution, there was no sign of that sticker ever having been there either.



**ABOVE:** A fresh clay bar was used for each glass panel, here seen picking up a good amount of dirt from what we had thought was a clean windscreen.

## CONCLUSION

So, our Escort was driving better than ever after the gear selector refurb, and now thanks to a good valet, the interior was looking fantastic. What else to do then? Well, a few details here and there such as the boot struts and new rear seat belt buckle straps. The next big thing for our Mk3 Escort though is a road trip to see what it's like to really drive, live with and enjoy this classic Ford.

CM

## INSURANCE QUOTE FOR A 1982 FORD ESCORT MK3 FROM ADRIAN FLUX

**Owner profile:** a 45-year-old male, second vehicle, lives in an SP2 postcode. He has no claims or convictions, is a club member, and is employed as a marketing manager. The car is garaged, and covers 3000 miles a year.

**Premium:** £60, with an excess of £100. This is a classic policy. The client would receive £100k free legal cover, courtesy car, agreed valuation, windscreen cover and cover in Europe if they drive abroad.



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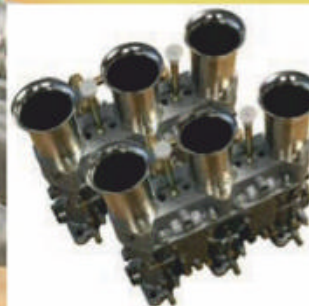
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Weber Tuning  
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Peter's 1958 Hillman Minx doesn't feature much in this final episode as most of the paintwork was carried out while he was on holiday! However, as the car has featured throughout the series, he thought it appropriate that this final part should show the absolutely stunning job that Andy Usher turned out. Peter wasn't expecting a potential prizewinner, but can't help thinking that is what he's ended up with!

# BODYWORK RESTORATION PART 6

Our short series concludes with some tips on preparation and painting.

WORDS AND PICTURES: PETER SIMPSON

**H**aving spent the past five months learning about making effective metalwork repairs, we're rounding this short series off with a look at the part which is arguably noticed most – preparation for, and application of, paint. Clearly, I cannot tell you how to prepare and paint a car in one five-page feature because covering every aspect would take a book, or at the very least a full series in its own right. This is also an area where incomplete or over-brief advice could do more harm than good. I'm therefore not going to attempt to do that. Rather, I hope to give a bit of basic advice, and pass on a few hints and tips which I have picked up over the 35+ years that I've spent writing about classic car restoration.

### PREPARATION IS KEY

First and foremost, I cannot emphasise enough that proper preparation prior to painting is absolutely vital. It's easy to imagine, as you spray on a coat of paint, that it will somehow cover or hide all those bits which aren't quite right. Believe me, it won't. In fact, if anything it will make the blemishes stand out even more.

The surface to which you are applying the paint doesn't just have to be totally and perfectly smooth, it also has to be solid. Going over existing paint is fine, provided that paint isn't hiding issues which might cause adhesion problems or rust breakthrough. Enough of the original paint



**1** In the 'good old days' lead was the preferred material for filling and hiding gaps between adjacent panels. Being metal, it adhered to other metal, was sufficiently flexible and could be moulded. Using it was, however, a highly skilled business, and plastic filler was an easier alternative. Used in situations like this, it is perfectly acceptable; it's when filler is used on rust holes that it becomes bodging.

also needs to remain for it to be possible to smooth it off to a solid, even surface; an area that's covered in defects that reach all the way down to the metal beneath will probably need completely stripping back.

This brings me on to the next point. Please don't think of a bare metal respray as some kind of automotive paintwork nirvana or cure-all and the only proper way of working, and of anything less as cutting corners. While it is true that bare metal does eliminate any risk of problems caused



**2** Plastic filler is also a very convenient way of repairing dents and some types of other minor damage. This is the rear panel on a Golf GTI Mk2 with what appears to be a bit of backed-into trailer nose damage. Provided the metal behind it is solid and you aren't filling rust holes, you can use filler here, though you do need to remove all the paint from behind it so the filler goes onto bare metal.

by old paintwork, it's an awful lot of work, not least because you've got to remove rather than mask up everything on the body. Then you've still got to prepare the metal underneath, and then follow that up with a coat of etch primer to provide the key for subsequent coats.

Some will no doubt disagree, but to my mind, bare metal resprays are most appropriate when dealing with a fully stripped shell. Otherwise, unless you're dealing with a car that's already had several





**3** Here's a masking tip: when you are making a filler repair that is close to an open part of the car or requires a door, tailgate or bonnet to be open, it's a very good idea to mask up the aperture before you do any sanding. Filler dust gets everywhere, and without masking you'll spend ages cleaning and vacuuming, but most likely you'll still be finding dust months or even years later!



**5** Though it isn't obvious from this photo, Stuart renewed the top masking prior to starting to apply primer – the last thing you want is filler dust getting into it. Note also the small area of masking on the bumper; he's highly experienced and has the tools and the skills to ensure minimal overspray, but you may want to protect a little further.



**6** Once the primer was on, Stuart sprayed a very light coat of a contrasting colour – black's usually a good choice with light colours – over the whole of the primed area. This is known as a guide coat, and it's an aid to sanding down. What you do is carry on sanding until none of the guide coat remains visible, at which point you know the whole area has been sanded flat. If any black spots remain, those areas require more filler.



**4** Many beginners pile on far too much filler in order to ensure there are no low spots, on the basis that it can be sanded back afterwards. That's true, but it takes ages! Far better to try and replicate the shape as accurately as possible with your first application. Then, if sanding reveals low spots, these can be filled at that stage.

repaints one on top of the other, there's no need to take all the paint off and no benefit in doing so.

However, if you have already stripped the bodyshell of everything or if the car requires taking back to bare metal for some reason, then you may be able to have it stripped chemically or by professional blasting. If you do opt for the blasting route, make sure that whoever you are using has experience of car shells and the skill to strip them safely, because most industrial bead and shot-blasting is too severe and can cause damage such as panel distortion.

These days, many new panels come with a solid primer coat which is intended to be part of the factory rustproofing. This type of finish will be identified by a label on the panel and should have little or no rubbing down prior to painting. Other replacement panels however, along with most if not all repair panels, will have a lighter primer coat. This is not intended for use as a base for paintwork. Rather, it's meant to protect the panel from corrosion while in storage and should be removed and replaced with a proper primer coat prior to painting.

### FILLING ISN'T (NECESSARILY) BODGING

Now, a word about the correct use of plastic filler. When introduced in the early 1960s, this was intended primarily as an easier and less-skilled alternative to lead-loading which was the usual method of filling and hiding gaps between panels at that time. However, people soon realised that filler was more useful as a quick way of hiding rust holes. The problem, though, is that filling rust holes doesn't actually stop the rust. Rather, it carries on, the hole gets bigger, and eventually the filler falls out.

Used as originally intended however, filler is fine, and given the now-known health »



« risks associated with lead, I'd prefer it. Filler needs to be applied thinly to clean, rust-free and bare metal, not over paint. First-timers often make the mistake of putting too much on, thinking they can rub it down afterwards. You can, but it's a lot easier just to put on what you need in the first place and then add a little if, after sanding back, you see that some areas need more.

### TYPES OF PAINT

For practical purposes, there are still two types of paint commonly used in classic car restoration: cellulose and two-pack. (The automotive industry in general is being pushed towards water-based acrylic polyurethane enamel paint, largely for environmental reasons.) Two-pack paint produces a solid and shiny surface straight from the gun, does not need much if any cutting back after application, and is easier to keep shiny afterwards.

For classic car restoration however, it has two downsides. Firstly, the finish it produces, while great from a maintenance viewpoint in that it needs less polishing is rather too shiny for some tastes compared to the original finish. From a DIY point of view, however, the big disadvantage is that the two-pack hardener contains isocyanates, which are poisonous and a major cause of lung disease. This means two-pack paint should be applied only in a proper spray booth with filtered extraction and, most important of all, a separate air supply from outside the booth for the operator to breathe. Facilities like this are unlikely to be available for DIY use.

Cellulose paint is the traditional material that was used on most cars up to the early to mid-1980s, and was also universal in the refinishing trade before two-pack. It is a lot more user-friendly in that it doesn't require the specialist application equipment of two-pack, though a decent mask is still essential. Its also a bit more forgiving, it's easier to correct mistakes, and it looks more original. The main downside from a use point of view is that it needs cutting back after application – you can't just spray it and polish it as you can with two-pack. On a full respray, this takes several hours.

Secondly, because 90% of automotive paintwork is now two-pack, suppliers of cellulose can be tricky to find. In practice, though, there's usually a paint factor not too far away who can help as cellulose still has some uses; local knowledge and other local enthusiasts are your friends here. Alternatively, there are companies that supply by mail-order, so check out the magazine advertising for these.

I'm told that there can be another problem with obtaining paint though, over and above finding a stockist. Because of the health problems with two-pack, supply of all types of refinishing material is often restricted to professional users – it's unclear



**7** Now, after another change of masking, it's time for the top coat to go on. Note that the whole bumper and lights are now masked off and that the rear badging has been removed; this is because as well as the damaged area, the whole rear-lower panel is to be painted, though the outer edges will be merged by a lighter coating. At the top, the black coachline provides a convenient eye-break to disguise the join.



**8** With many cars from the early 1970s onwards, what looks like bad corrosion may simply be stone chips that have been allowed to spread. This front bonnet edge is typical, and similar corrosion can be found on sills and front panels. Provided it hasn't gone right through, this sort of thing can usually be repaired by rubbing down, priming and painting.



**9** Sometimes a skim of filler is required for levelling purposes, but make sure that all the rust is gone first, and that the rust removal hasn't left any rust holes. Once they are there however, rust holes can only get bigger, and eventually the filler will drop out. Rubbing down in small areas like this is often much more easily and effectively done by hand.



**10** As we saw with the rear-end bump repair, a much smaller area needs to be primed than colour-coated. In this case there's a fairly obvious line for the primer to end at the point where the bonnet leading edge curves into the top. If you are working on a flat panel with no obvious line, you need to make the primer coat progressively lighter so it fades out.



**11** If you have several small repairs within a clearly defined area, it's best to prime them all as one rather than individually. This is then much easier to merge into the existing paintwork. Our Golf bonnet's leading edge was covered in minor marks; now it's all one colour.





**12** Here again, applying the colour coat is a case of identifying appropriate places to merge the old paint and new. In the Golf's case the centre of the bonnet is lower than the rest and therefore the natural merging-point is closer to the repair. Hence this masking; with a power bulge it's generally the other way round and you have to paint back further on the bulge than at the sides.



**13** Merging the old and new is a matter of reducing the amount of paint applied as you move towards the edges of the area that's being painted. Called fading in, this is a skill that will come with practice. The secret is to avoid any sudden lines unless you are coming up to a natural break such as a trim strip.



**14** What colour is it? That may not be straightforward because quite apart from fading issues, factory colour shades can vary slightly from batch to batch. While the difference may not be apparent on a complete car, it could be very obvious when the wrong version is used for a repair. So as well as using the paint code, if the paint is being mixed locally then cross reference it with a BS or ICI code found on swatch cards.



**15** How far do you strip back prior to painting? Bare metal isn't always essential, provided you're certain that whatever you are going over is solid. I'm generally more inclined to go all the way with aluminium panels such as this Rover P4 bonnet however, as paint adhesion issues are more common on aluminium than steel.



**16** Methods of paint stripping vary. Chemical strippers are tempting because they are quick and effective (but don't forget your gloves etc..) but I'm not a fan as I've had problems with neutralising the stripper afterwards and it undermining the new paint.

whether this is due to legislation or the suppliers wanting to avoid the risk of being sued if someone harms themselves through incorrect use of something they have sold. With two-pack there is justification for this, but because cellulose is such a small part of the overall market, there's a danger of suppliers finding it easier to simply apply the same rule to everything. Having said that, I personally have never had any problem whatsoever in buying cellulose paint over the counter. Provided a customer is not totally clueless, most paint factors who stock cellulose will sell it to anyone who wants to buy it. Again, local knowledge is key.

Anyway, the photos show a few more hints and tips which will hopefully help you with your project, whatever your level of skill and experience.

CM »





**17** Don't forget the door shuts. These can be a very useful place to take an original paint colour reference from as, being protected most of the time, they don't fade like the rest. They don't always need painting, but if they do, I strongly recommend removing the inside trim rather than masking it because overspray here can be very tricky to remove.



**18** In theory, it's best to strip everything off a shell prior to painting. In practice that isn't always possible. Here, removing the chrome trims around the windows would be a massive task and probably break lots of hard-to-find trim clips. Newspaper is OK for masking, but you need several layers to stop solvents from bleeding through. Proper masking paper is better.



**19** When applying masking tape, the key is to ensure that it is very firmly applied at the edges so that paint cannot creep underneath, and that it covers the whole of what is being protected but none of what is being painted. This may sound simple and obvious, but people do often miss bits like the downward-facing lower edge of a trim strip.



**20** Small items also need special care; sometimes the secret here is to use a thin piece of masking tape at the edge and a second piece on top, rather than trying to do it all with one piece. You really do need to take time and trouble over masking, as any error will stand out like a sore thumb however good your actual paintwork is and make it look like a cheap respray.



**21** Following application of an etch primer to the bonnet and bootlid – both of which were stripped to bare metal – the rest of the car was undercoated. In manufacture, two-tone finishes were generally applied by painting the whole car in the lighter colour and then putting the darker one over the top...



**22** ... but in restoration that isn't really necessary unless you are a total stickler for originality because it's a waste of materials and effort. Rather, you can mask up to the join and then prepare and paint each half separately.

### THANKS

Thanks to Andy Usher of Usher Vintage and Classic - 07963 704931, [www.ushervintageandclassics.co.uk](http://www.ushervintageandclassics.co.uk) for demonstrating most of the techniques used in this series so far, and also for carrying out an exceptional restoration on my Hillman Minx. Andy is a first-class craftsman, a true perfectionist, and the car is absolutely stunning!





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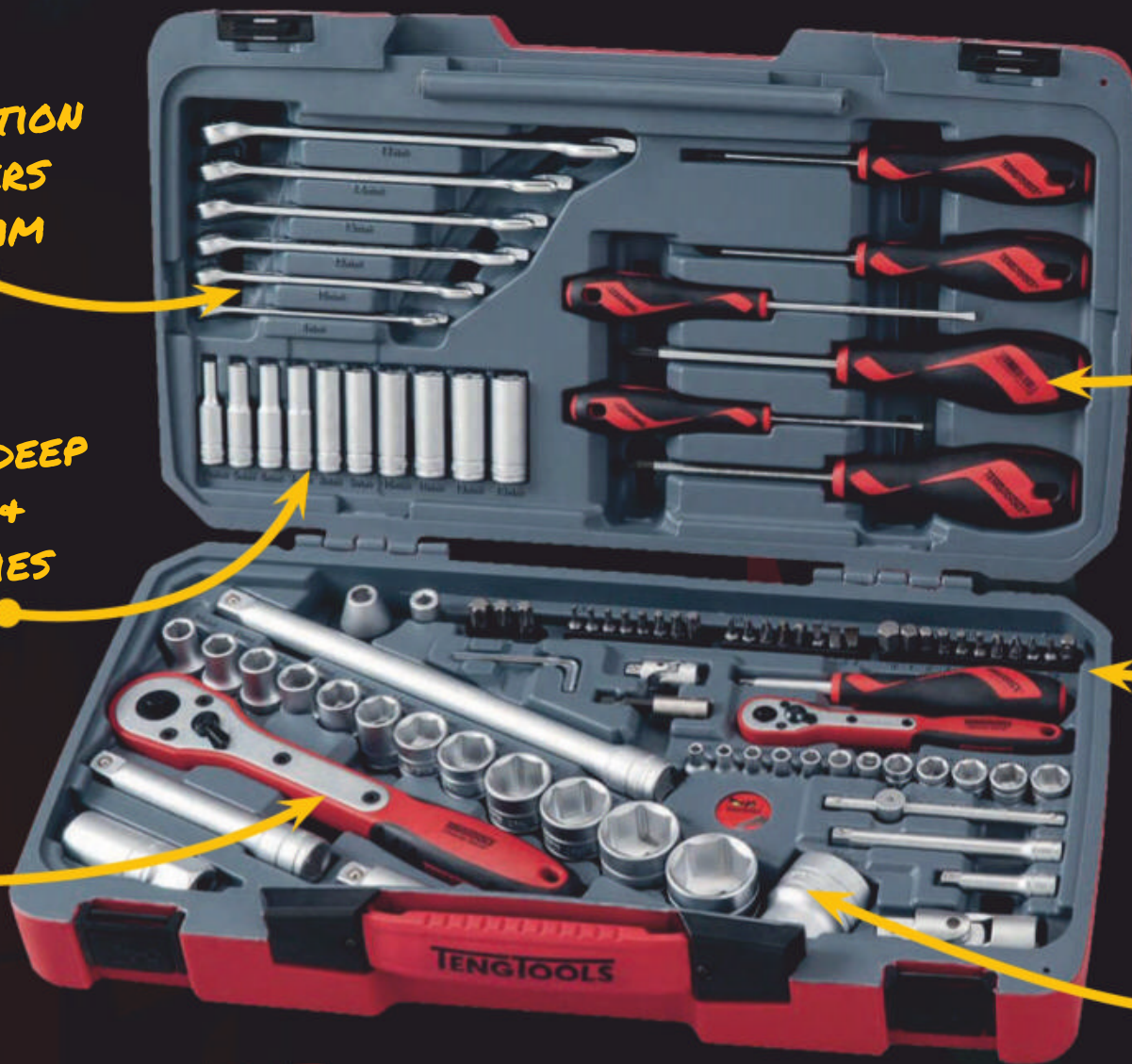
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# CITROEN 2CV ENGINE REBUILD: PART ONE

In the first of a two-part series, we follow Dutch specialist the Burton Car Company as they strip down Citroën's popular two-cylinder air-cooled boxer engine.

 WORDS AND PHOTOGRAPHY **ROB HAWKINS**

**C**itroën's air-cooled engine looks so small and light that it could be lifted out of the engine bay of a 2CV by one person and overhauled on a pasting table. That's not quite true, but it is a good starting point for anyone wanting to have a go at rebuilding a classic car engine. Some specialist tools are required, however we've found one UK-based supplier in West Yorkshire ([www.2cvtools.com](http://www.2cvtools.com)), and the Burton Car Company in the Netherlands can provide many of them. We've also highlighted suitable tools from the Teng website, but there are many other options so do check it out at [www.teng.co.uk](http://www.teng.co.uk).

The 2CV and its associated models (Ami, Dyane, Special) are where most of these two-cylinder engines will be found, although the Citroen Visa had a brief run of air-cooled motoring too. The unit was manufactured between 1949 and 1990, and most engines after around 1970 displace

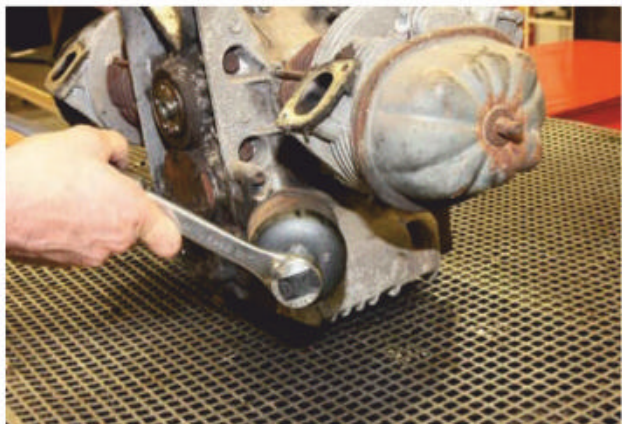
602cc from their two cylinders to produce around 30bhp at the flywheel. This may not seem like much, but remember that BMC's 998cc A-series engine produces only a little more than this from twice the number of pistons and cylinders.

Typical problems with the Citroën engine include exhaust gases blowing out of the cylinder head (there's no head gasket) and leaking into the cab, while oil leaks often emerge from around the seals for the pushrod tubes. There may be a limit as to how far you want to strip down this engine. The crankshaft, for example, can be fully dismantled providing you have the right tools and a hydraulic press, enabling the main and big end bearings to be replaced. Alternatively, asking a specialist to do this part for you may be easier. We visited the Burton Car Company in the Netherlands to see them strip down a 602cc engine. In the next issue, we'll show them rebuild it. **CM**

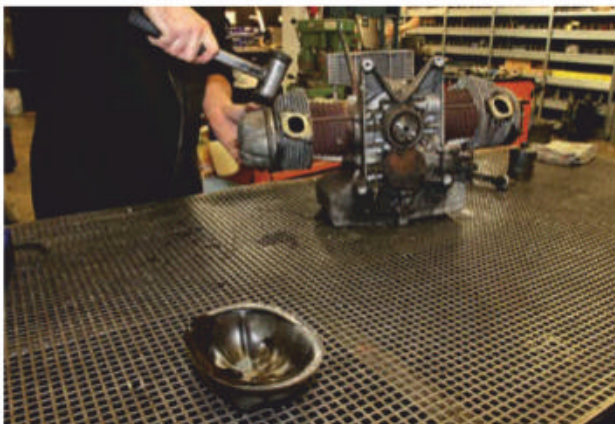


- ✓ 1/2in ratchet drive (1200FRP £42.90)
  - ✓ Long-nosed pliers (MB461-8 £21.90)
  - ✓ Soft face mallet (HMSF £29.90)
  - ✓ New M7 nuts or M7 stud extractor (2300 extracts studs from 5.5-19mm £37.90)
  - ✓ Pick (TM149 hook and pick set £14.90)
  - ✓ Spanners: 6-22mm (6517 combination spanner 17-piece set £119.20)
  - ✓ Sockets (T3839 39-piece socket set £92.34)
  - ✓ 6mm allen key (included in socket set)
  - ✓ Spark plug socket: 21mm (in socket set)
  - ✓ Gudgeon pin puller (available from [www.2cvtools.com](http://www.2cvtools.com) £40)
  - ✓ Penetrating fluid
- Unless otherwise noted, all the quality example tools and suggested prices above (plus many other options) can be found at [www.tengtools.com](http://www.tengtools.com) or your local Teng Tools stockist.*

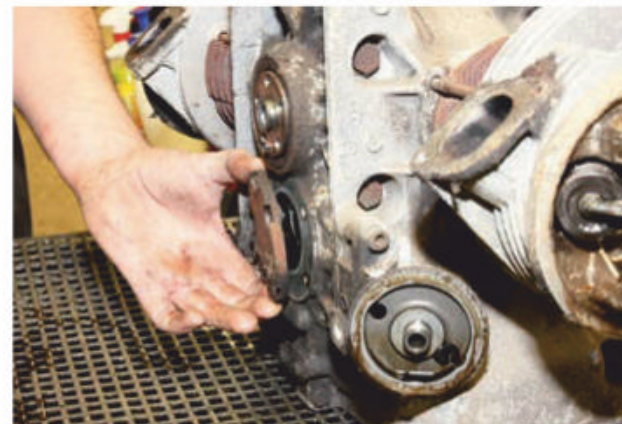




**1** Make sure the engine oil has been drained before removing the oil filter using a ½in square end of a ratchet drive or similar. Extract the two spark plugs with a 13/16in or 21mm spark plug socket.



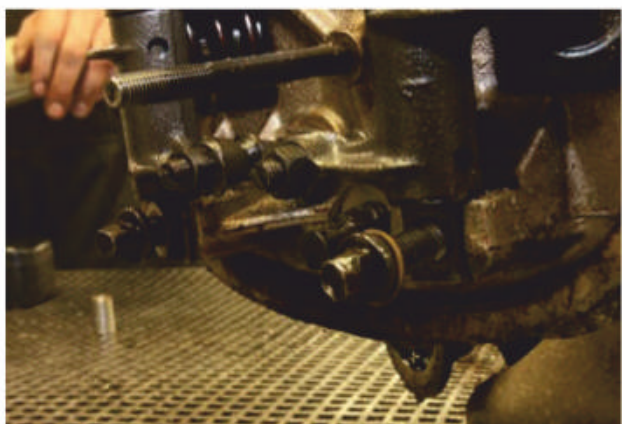
**2** Undo a single 12mm nut for each rocker cover, then use a rubber-faced mallet to tap around the edges of it and release it. Clean inside the mating surface of the cover where it sits against the cylinder head.



**3** Remove the oil pump cover at the rear of the engine. This is secured with five 12mm bolts. The cover may need a tap around its edges using a rubber mallet to help release it.



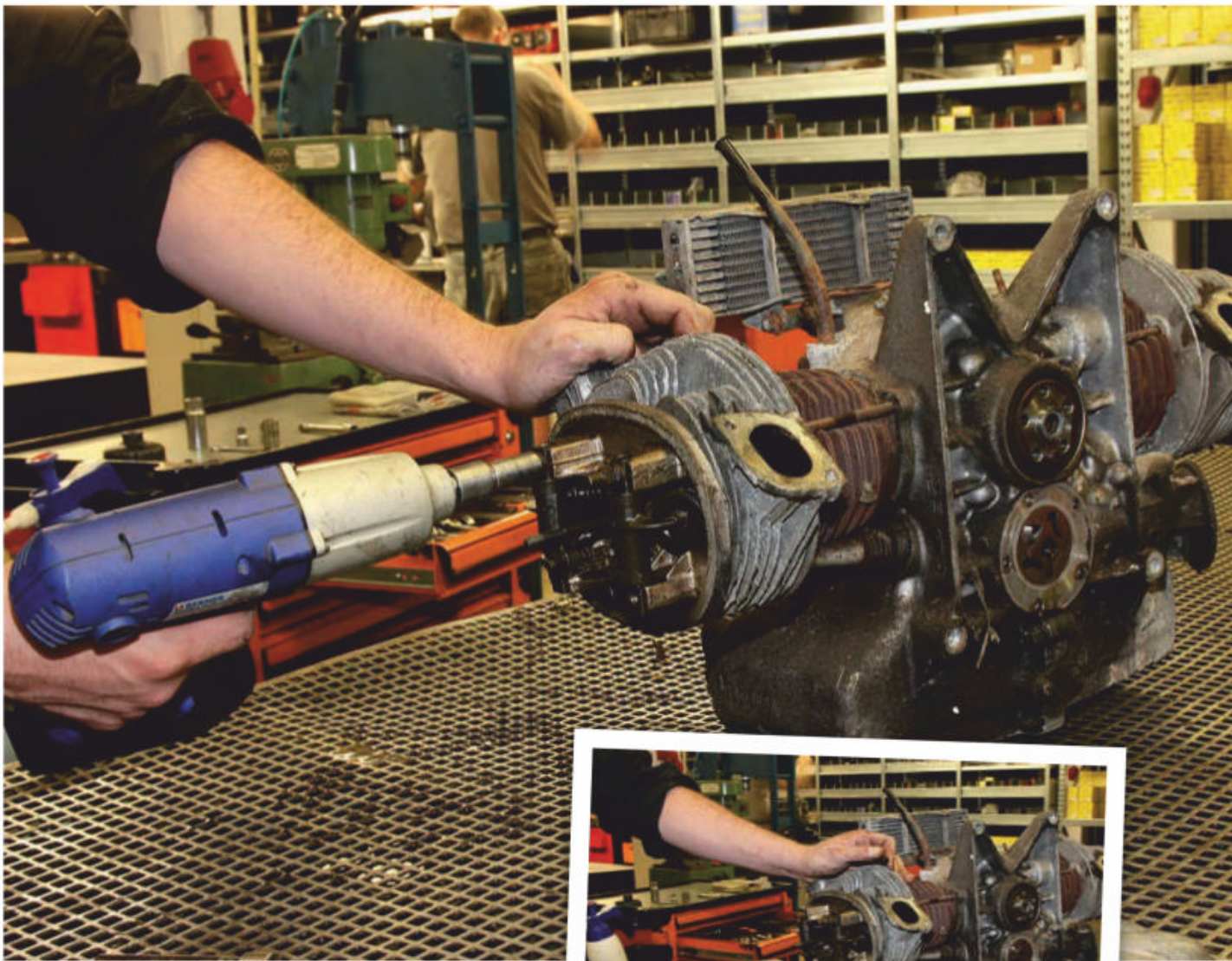
**4** There are two external oil feed pipes routed between the cylinder heads and the crankcase (engine block). Apply penetrating fluid and undo all their 12mm banjo bolts. Discard the steel oil pipes if they are corroded.



**5** Look for two oblong-shaped bolts that secure the rocker gear in position on each head. Undo both using a 6mm open-ended spanner. Burton have a special socket to undo these.



**7** It's important to collect the washers on the cylinder head studs after undoing their 12mm nuts, and remember where they are fitted. The washers on the lower studs are particularly important because they help to prevent the cylinder head blowing.



**6** Each cylinder head is secured with three 12mm nuts on long head studs. There are two upper studs on each head and one lower stud which you'll find tucked between the rocker shafts.



**8** The rocker shaft assemblies can now be removed. There's not much to each one, so they can be dismantled, inspected and if possible, reused. Clean them thoroughly and check the pad of the rocker isn't worn.

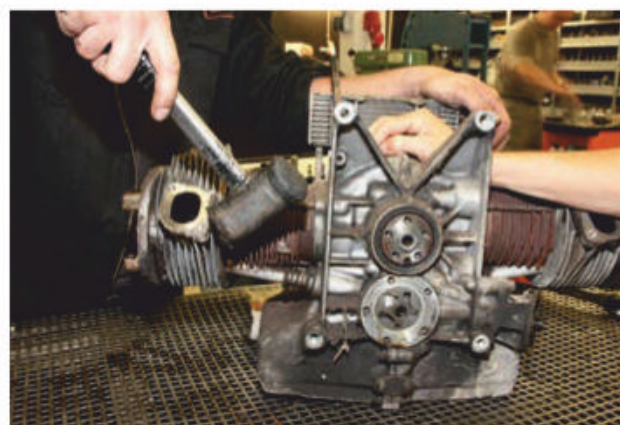




**9** Using an M7 stud extractor, wind out each rocker cover stud. Alternatively, fit two M7 nuts onto each rocker cover stud, lock each pair of nuts tightly together using two spanners, then unwind the lower nut to remove the stud.



**10** Collect two pushrods from each cylinder head. Clean and check their condition to ensure they are straight and not damaged. They absorb a lot of force between the camshaft and rocker gear, so it might be worth replacing them.



**11** Using a rubber-faced mallet, gently tap around the underside of the cylinder heads, as shown here, to release each one of them. Ask someone to help hold the engine when doing this as it can move around.



**12** Spray penetrating fluid down the three head studs for each cylinder head. When a head has started to move away from the piston barrel, make sure the pushrod tubes are also detached – they should come away with each cylinder head and can be seen at the bottom of this shot.



**13** Next, lay each cylinder head on a workbench with the two pushrod tubes facing upwards. Collect the springs, washers and rubber seals from the ends of each pushrod tube. It is usually worthwhile renewing these parts to help ensure a leak-free engine when the job is done.



**14** After removing both cylinder heads, release the piston barrels by tapping the top of the piston and the side of the barrel to help release it. This can be awkward to do because the barrels are located by the three head studs, but be patient rather than using excessive force.



**15** When a barrel has been removed enough to be able to see a piston's gudgeon pin, use a pick to extract the gudgeon pin's spring clips on both sides. (The barrel helps to steady the piston while you try to extract the spring clips, which can fly off when released, never be found.)



**16** Each piston barrel can now be removed from the engine. Make a note of where each barrel is fitted as they must not be mixed up. Each barrel's mating surface and the bore inside must be cleaned and inspected.



**17** Burton use a special puller (as shown here) to extract the gudgeon pin from each piston as drifting out the gudgeon pin can damage the conrod and the crankshaft. This tool costs £40+P&P from the UK supplier at [www.2cvtools.com](http://www.2cvtools.com), and it is called a piston pin extractor.

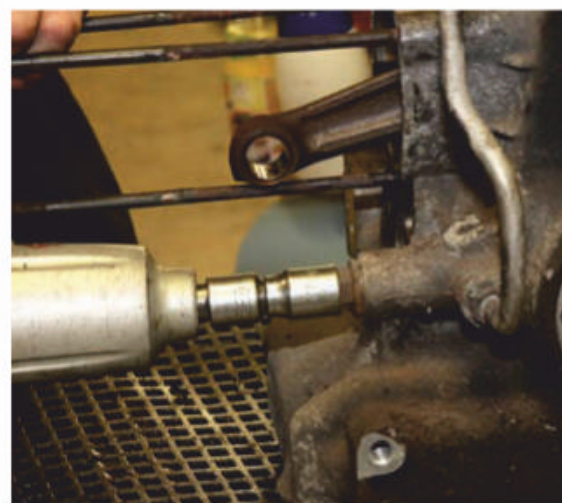


**18** After releasing the gudgeon pin from a piston, note which way round the piston is fitted (mark the top of it with an arrow pointing to the front of the engine). Prise off the piston rings.





**19** Remove the spin-on oil filter housing, which is secured with two 6mm Allen key bolts of different lengths – the shorter bolt is fitted at the top and the longer bolt goes on the bottom with a copper washer.



**20** Using a 17mm socket, undo the oil pressure relief valve, then extract its spring and piston. The piston is the last component to be extracted and if it's stuck inside the crankcase, use a pair of long-nosed pliers to pull it carefully out.



**21** Undo a 6mm Allen key plug for an oil outlet (which makes it easier to clean the oilways), followed by two 8mm bolts for an oil strainer, which will be removed after splitting the crankcase. On the opposite side of the engine, remove the oil pressure switch with a 22mm spanner or socket.



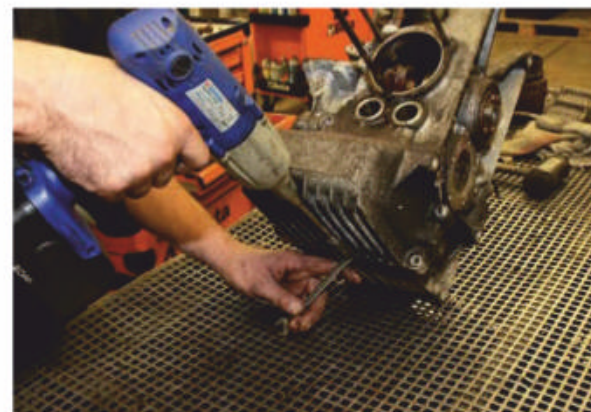
**22** Remove the oil cooler and its pipework. First, undo the long 11mm bolt and its nut that mount the oil cooler. The long bolt will probably be seized, so apply penetrating fluid.



**23** The oil cooler's pipework will be renewed during the rebuild as a matter of course, so break it off at the engine (crankcase) and use a 16mm socket to undo the two fittings. Once removed, extract a seal from inside.

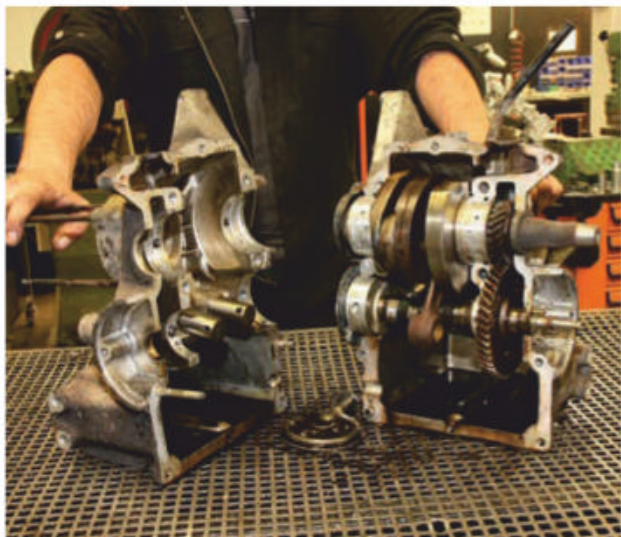


**24** It's now time to split the crankcase in two. Start by undoing four large 16mm or 17mm bolts. These bolts are all the same length, and they can be reused if they are in good condition.



**25** There are a further seven sets of 12mm nuts and bolts to undo before the crankcase can be split in two. Some are bolts threaded into the casing, whereas others have a nut to undo as well as a bolt.

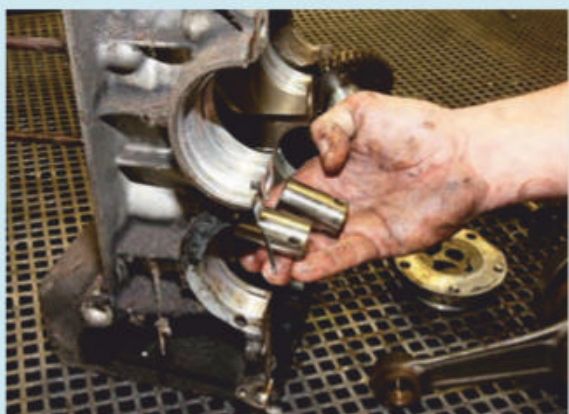




**26** Use a rubber mallet to gently release and separate the two halves of the crankcase. Do not use screwdrivers or pry bars to lever them apart as that may damage the casing. The oil strainer will drop out when the crankcase is split open.



**27** Extract the camshaft along with its drive gear. Use a rubber-faced mallet to tap and help release the crankshaft. Extract the camshaft followers (have them checked and reprofiled if necessary).



**28** Remove the two oil seals on the ends of the crankshaft. These must be renewed. The crankshaft can be further stripped to remove the conrods, check the journals and inspect the crank webs.

### DISMANTLING THE CRANKSHAFT



**1** The crankshaft has to be dismantled to be able to change the main and big end bearings, but requires presses and specialist tools to do this. Burton can do this. They start by marking all parts to note their positioning.



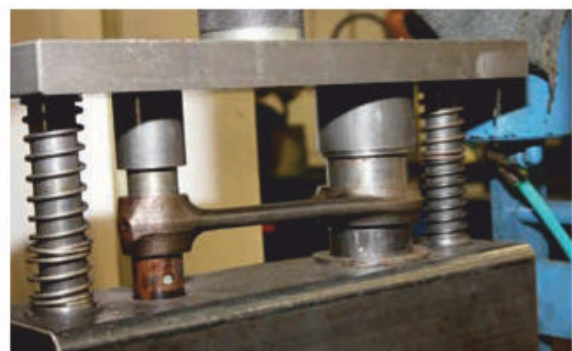
**3** The crankshaft webs can be pressed apart to dismantle the crank and separate the conrods, allowing inspection of the big end bearings. The rear main bearing can also be removed after the crankshaft has been dismantled.



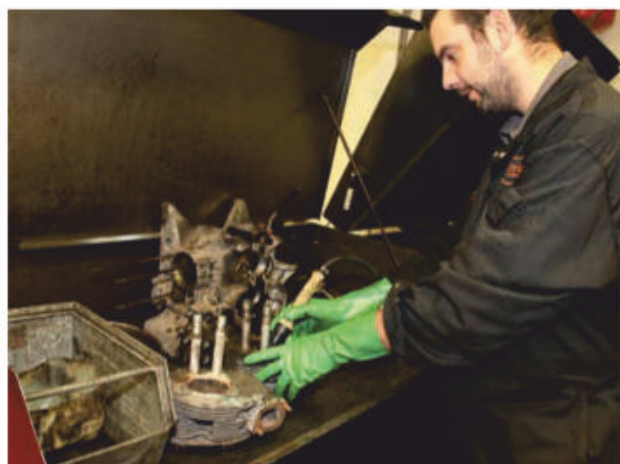
**5** They also use pullers and other tools to extract any seals and other components fitted to the crankshaft's oilways. The oil strainer that was removed in step 26 of the previous section can also be dismantled and inspected (below).



**2** The front timing cog, a spacer and the front main bearing can be pressed off the crankshaft using a hydraulic press. The 602cc engine has the spacer, but older engines do not.



**4** Burton use a special tool to press out the big and little end bearings in each conrod. New bearings can be pressed back in, providing there's no damage to the conrods – the area where each bearing is fitted can be checked with a clock gauge.



**6** All components should be cleaned using a parts wash. Burton not only have their own parts washer tank, but also an industrial-strength cleaner and blasting cabinet that help to remove as much oil and grime as possible.



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## BUYING GUIDE TRIUMPH TR7/TR8 1974-1981



# THE LAST OF THE TRIUMPH TRs

**Until recently it was widely believed that due to the plentiful supply of cars and general lack of appeal, a TR7 was a bargain purchase. Now that there are so few of these cars left, that is no longer the case and the best cars are changing hands for fairly large sums of money. However, it is still possible to pick up a reasonable car for relatively little.** Report: John Clancy

**T**he first TR7 prototype was completed in November 1972, and production commenced less than two years later. The early cars did not resemble Harris Mann's impressive styling buck in so many ways, not least because the rear end of the car sat so high in the air. This was an issue that persisted until the first batch of revisions in March 1977, which included lowered suspension settings.

Industrial strife was rife throughout the British Leyland empire during this period and just as the TR7 went into production, British Leyland went bankrupt. Looking at it from this perspective, it is perhaps easy to see why TR7 build quality was initially so poor. Yet despite the early failings, the factory did not seem to be able to produce enough cars to satisfy the demand – in 1975, the appeal of that futuristic design was so

strong that stories abounded of customers following TR7-laden car transporters to dealerships. How different the history of these cars might have been had they been fully developed in the first place. As it was, the TR7 soon gained a poor reputation and as we all know, once a car gets a bad reputation it is almost impossible to shake it off. Despite this, the truth is that to drive a properly sorted TR7 is a delight.

Late in 1977 there was a particularly long strike at the TR7 Speke No.2 factory which resulted in its closure in October 1978. This consigned a couple of the derivative models to the history books and caused setbacks to others, not least the V8 model which had already been in pre-production with up to 150 cars shipped to the USA. Production was moved to Triumph's Canley headquarters and hundreds of improvements were claimed



**Building cars into rally replicas is popular, and there are a number of liveries to choose from. This is a genuine Works recce car.**

for the re-launched model. The futuristic TR7 decal on the nose was replaced with the larger Triumph laurel wreath, but this would change again after the final move to Rover's Solihull factory whereupon a nice round enamel badge was applied.

The TR7 Drophead appeared in 1979, but cutting the roof off

had turned the TR7 into a bit of a blancmange and substantial re-engineering was carried out to get some of the rigidity back. It did not prove possible to restore all the lost strength, and hence the Drophead is less of a driver's car than the original fixed head Coupé. The TR8 finally went on sale in the



# BUYING GUIDE

## TRIUMPH TR7/TR8 1974-1981



**V8 conversions are also popular, and generally called TR7V8s. This one is the real TR8 deal though, an original US spec factory TR8 that for some reason never left the UK.**

USA in 1980, the same year that Bosch fuel injection was introduced for TR7 and TR8 cars destined for California. The rest of North America followed suit with fuel injection in 1981. Few of these cars are present in the UK today, but there are some.

The soaring value of Sterling against the dollar ultimately sealed the TR7's fate, and it was finally cancelled in October 1981. Almost 115,000 were sold, which makes it the biggest selling TR ever. Sadly, of the 20,000 or so sold in Britain only around 2000 are believed to still be extant, and of these only around 550 are on the road at any time. Perhaps now is therefore the time to finally consider the last Triumph sports car for your next classic.

### CHASSIS & BODY

The TR7 was an all new monocoque and just about every part of the car contributes to its overall strength. The sills and the floorpan are probably the most fundamental aspects, and any visible rust or evidence of filler needs proper investigation. New outer sills are available, but supplies will be limited until the clubs succeed in getting their replacement panel project underway (keep an eye on **www.trdrivers.club** for progress). Robsport have aftermarket tooling for the inner sills, so the situation there is more promising. Robsport and Rimmers both have good supply of aftermarket repair panels which are capable of

restoring just about all the notorious rust prone areas of the body, with the possible exception of the doors. Currently there are still new door skins available, but T.D. Fitchett also hold small stocks of original Coupé doors at £450 each. Other rust prone areas of the body where patch panels are available are the headlamp panel where it meets each front wing (see this issue's News pages for more on this), front outer wheelarches, rear arches, the rear wing forward of the wheelarch where it meets the sill and finally the rear deck (petrol filler tank panel) where it meets the rear wings.

Chassis legs front and rear can rot, but at the rear they are particularly difficult to inspect owing to the safety-conscious

location of the petrol tank above the rear axle. New old stock replacements are available (rear chassis legs are £81.60 and £90 per side from Robsport) but it's not the easiest of jobs. While we're talking about some difficult jobs, removing the petrol tank is just about the worst task you can undertake on a TR7/8. The tanks rot from the inside at the most forward, deepest spot and it can be difficult to see in there even with a suitable inspection camera. New tanks are available from T.D. Fitchett and all the usual dealers for around £250. Water in the tank is a very common problem and can be difficult to diagnose, often being mistaken for ignition faults. Inspect the

petrol cap rubber seal for signs of ageing and ensure the drain holes beneath the filler neck are always kept clear.

Around each wheel is another favourite rust spot because the cars get a real battering there. At the front this means cutting out part of the bulkhead, while at the back it is the rear sills that turn to dust. While you're at the back, check the spare wheel well from the inside. Also

**have a good poke around the rear bulkhead and floorpan because it is imperative that the areas where the trailing arms secure the rear axle to the body are solid. Ensure also that the trailing arms themselves are good because**

these can rot for England if left unprotected. Check the front inner wings thoroughly around the strut top mounts. It has been known for cars to be allowed to go so far that suspension turrets collapse inwards onto the engine! The front subframe should be sound if it has been protected, but if not a secondhand replacement will have to be sourced.

You could be forgiven for thinking you only need to check under the carpets of a Drophead for water ingress, but you'd be wrong as water can find its way into a Coupé too. The door seals are the usual culprits, but not always – the finishing panel around



**This 1976 FHC is a very early UK market TR7. It has the distinction of having an overdrive on the four speed gearbox, something never offered as an option but used by the factory on the first rally cars.**





# BUYING GUIDE

## TRIUMPH TR7/TR8 1974-1981



« the base of the windscreen can hide a hornet's nest of tinworm, and if the panel has been eaten through then water seems to find its way down into the footwells. Usually the sill carpets are glued into place, but see if you can check under everything because as mentioned earlier, the sills and floors are fundamental to the car's strength. If water has got in through the windscreen surround, then bear in mind that the windscreen is bonded in and is therefore also a structural element of the car. Don't bank on removing a screen without it cracking.

Headlamp pods are aluminium and with the rubber pedestrian protection guards causing a nice little water trap, they are prone to paint flaking at the leading edge. If the pods need repainting, a thorough grinding down of the front of the pod is required to ensure the flaky paint issue does not return. If considering a Drophead, it should go without saying that you will need to check the convertible roof and



US sales started in January 1975, though the UK had to wait until May 1976. This is a 1975 reimport.

frame. New hoods cost around £350 and up depending on your preference of material.

### ENGINES

The 8-valve, slant 4 engine is actually a surprisingly robust and reliable unit providing it has been built correctly and properly maintained. These cars were always criticized for head gasket failures, but this is not so prevalent now that most owners know how to look after the cooling system. The old style blue antifreeze with corrosion inhibitors prevents silting up of the waterways providing it is changed every few years and not allowed to drop below a 30% mix.

This is important because removing the cylinder head can sometimes prove impossible as the studs can virtually weld themselves to the head. British Leyland dealers all held a special, rather large tool for removing a Triumph slant 4 or Stag V8 head, and Robsport have their own version of this, as do other dealers.

Oversized head gaskets are recommended these days owing to the special Payen gasket no longer being available. Reports suggest that the thicker gaskets do the job just as well. Some will immediately fear that the compression ratio will be reduced which is true, but the

difference is minimal and worth the trade-off for peace of mind while you're stuck in traffic on the M25 (£23.70 for a +20 head gasket set from Robsport). All this advice applies equally to the 16-valve TR7 Sprint engine as well – factory built TR7 Sprints are ultra rare, but there are a fair few conversions out there.

The 16-valve engine has duplex chains whereas the 8-valver has just one. A few years ago the specialists were recommending the chains manufactured in Germany as these did not stretch, but these days they recommend the Indian-supplied timing chains which do stretch. Apparently, the stretching is now considered better because owners can hear when the chains start to rattle, whereupon they tend to get them changed. With the German items, it is possible to forget about the chain, drive with the same one in place for more than ten years (or 25,000 miles, whichever comes first) and then suffer a catastrophe when it finally snaps. A timing chain kit including all the guides and gaskets costs £34.20 from Rimmer Bros.

Viscous fans are driven by a rather large pulley and have long endured a reputation for seizing up. When they do seize, this can cause the fan to fly off at high speed which can smash the radiator with complete loss of coolant. An electric fan conversion has long been a sensible recommendation, and these days owners are fitting Revotec now that Kenlowe no longer supply aftermarket kits.



Few TR7V8 conversions are finished as immaculately as this factory TR8 in superb original condition.



## BUYING GUIDE TRIUMPH TR7/TR8 1974-1981

A manual override switch is a recommended addition, even though these no longer come with the kits.

There are around 110 factory-produced TR8s in the UK, and additionally many standard TR7s have been converted to the venerable Rover V8 motor. These engines are renowned for their longevity, but if purchasing a converted car, take advice to ensure that it has been done properly. Similarly there were only 61 TR7 Sprints but quite a few honest conversions as well as fakes. The best advice here is to join a club that knows these cars to avoid being caught out.

### TRANSMISSION

The early cars came with a four-speed transmission which had been developed down the ages from the Triumph Herald. Five-speed cars with the well-known LT77 gearbox followed, but these are substantially heavier and while they are more suitable for motorway cruising, they are not quite as sporty. Fuel economy is better in the five-speed car because of its longer legs, but 30mpg is fairly normal for a four-speed unless you're using it just for local stop-start journeys. The optional three-speed automatic was introduced in 1976, and these are often a very good purchase as they generally seem to have had little use. Surprisingly, these automatic

cars drive rather well and feel much quicker than the quoted figures suggest, so do not rule one out before trying it.

Five-speed gearboxes have an oil pump that relies on the engine running, so a five-speed car must never be towed unless the propshaft is disconnected or the rear wheels are off the ground. Cars that have been towed tend to develop a gearbox whine almost immediately, so be careful. Four-speeders nearly all whine from the differential as they are rarely rebuilt properly during reconditioning – a properly built four-speed diff should make little noise, but finding one that doesn't is a rarity. The good news is that, providing they're not screaming at you, they tend to go on for a very long time before they disintegrate.

### SUSPENSION, STEERING & BRAKES

Four-speed cars had 8in drums at the rear, five-speeders had 9in. Smaller wheel cylinders in the four-speed cars mean more pressure is applied, so some consider them superior. When properly sorted, whether a four-speed or a five-speed, the handbrake should secure



**Slant 4 engines had a reputation for fragile heads, but are reliable if well built and well maintained.**

the car to the steepest of slopes without too much trouble. Disc brakes at

the front used to have a reputation for warping, but those stories seem to have largely gone these days, perhaps because now the cars are considered classics they are no longer driven as hard as they once were. Servo assistance should mean the pedal pressure is light to bring the car to a halt efficiently in even the most extreme of circumstances, but with a few heavy brake applications in quick succession they will fade. Many have had brake upgrades installed and given that the TR7 brakes were only ever marginal at best in this regard, an upgrade is a good recommendation – there are several routes to choose from ranging from pad material to different discs and calipers,

so talk to club members to get some idea of what would best suit your state of tune and driving style.

Rack and pinion steering should be quick, light and precise and a TR7 should be straight, true and rarely upset by even the most fearsome of potholes. If any TR7 has heavy steering at anything but parking speeds, then something is wrong. The needle roller bearing kit for the strut top mounts is a good and cost-effective addition (£27.54 from Robsport) and recommended as it makes the steering even lighter. TR8s had power assistance, a hydraulic pump so you can still feel the road.

Steering wheel wobble is another area of consternation and all too common. Rarely is this down to a simple wheel balance, so don't be fooled. This has sometimes been caused by slightly bent halfshafts in the rear axle, so finding the cause can be a major headache and rather expensive. These cars should handle and steer beautifully, but it seems that every aspect of the setup is critical and anything out of alignment by the smallest of margins can cause trouble.

Soft rubber bushes were used all over, but if these have been replaced with solid polyurethane bushes then you can expect a little more road noise; the bonus is an even better handling car. Polyurethane bushes are most important at the rear because the four-link axle location can prove dangerous in wet conditions if sideways movement of the axle produces sudden breakaway – opposite lock correction only tends to







# BUYING GUIDE

## TRIUMPH TR7/TR8 1974-1981



Neither this early LHD FHC (left) or the late RHD DHC (above) have tartan trim, but for many people that is the archetypal '70s style.

« induce a slide in the other direction. Usually the only way to get out of this snaking effect is to completely lift off the throttle and pray.

The Works rally cars had a different rear axle location which included a Panhard rod to eliminate this wayward tendency, but solid bushes go some way to achieving the same. This should only be something to bear in mind in damp conditions, as at all other times the TR7 should be fairly tenacious. If not, then suspect worn bushes.

### INTERIOR & ELECTRICS

The TR7 interior is nicely ergonomic, and you rarely have to take your eyes off the road for anything. The seating should be extremely comfortable, but if it is not then suspect a worn seat foam or broken diaphragm. When seats are first rebuilt you will sit too high for a while, but they soon settle down. Interior trim is usually hard wearing,

but the later blue and tan check seems to suffer more than the earlier red or green tartan and the brushed cord of the earliest cars. TR Drivers Club members have reproduced the green tartan in recent years, but in the main now you will be looking for secondhand replacements. Tan and blue vinyl paint has been produced by the TRDC to restore the vinyl of later cars if they have been bleached by the sun, and reports suggest it is extremely effective.

With regard to the electrics, alternators and starter motors reconditioned with cheap parts are no longer such a problem thanks to the introduction of high-torque starters and uprated Lucas alternators. It is a different matter with windscreen wipers, and just about every car seems to have problems with them at one time or another – running too slowly or getting them to park are the issues. Grease drying out on the slider switch within the motor

housing is often the cause of the failure to park.

Headlamp motors are no longer considered an area of much concern, possibly because the cars are more cosseted these days. Keeping the whole area around the motors and wiring sprayed up with WD40 every couple of years seems to keep them fully functional. The real weak point of the whole headlamp system is the dashboard switch, so carry a spare. Some recommend a relay to protect the switch, otherwise the full current goes through it. It's not unheard of for a TR7 to be driving through the night when the relay audibly engages and lowers the headlamps to leave the poor driver in complete darkness.

### WHAT TO PAY

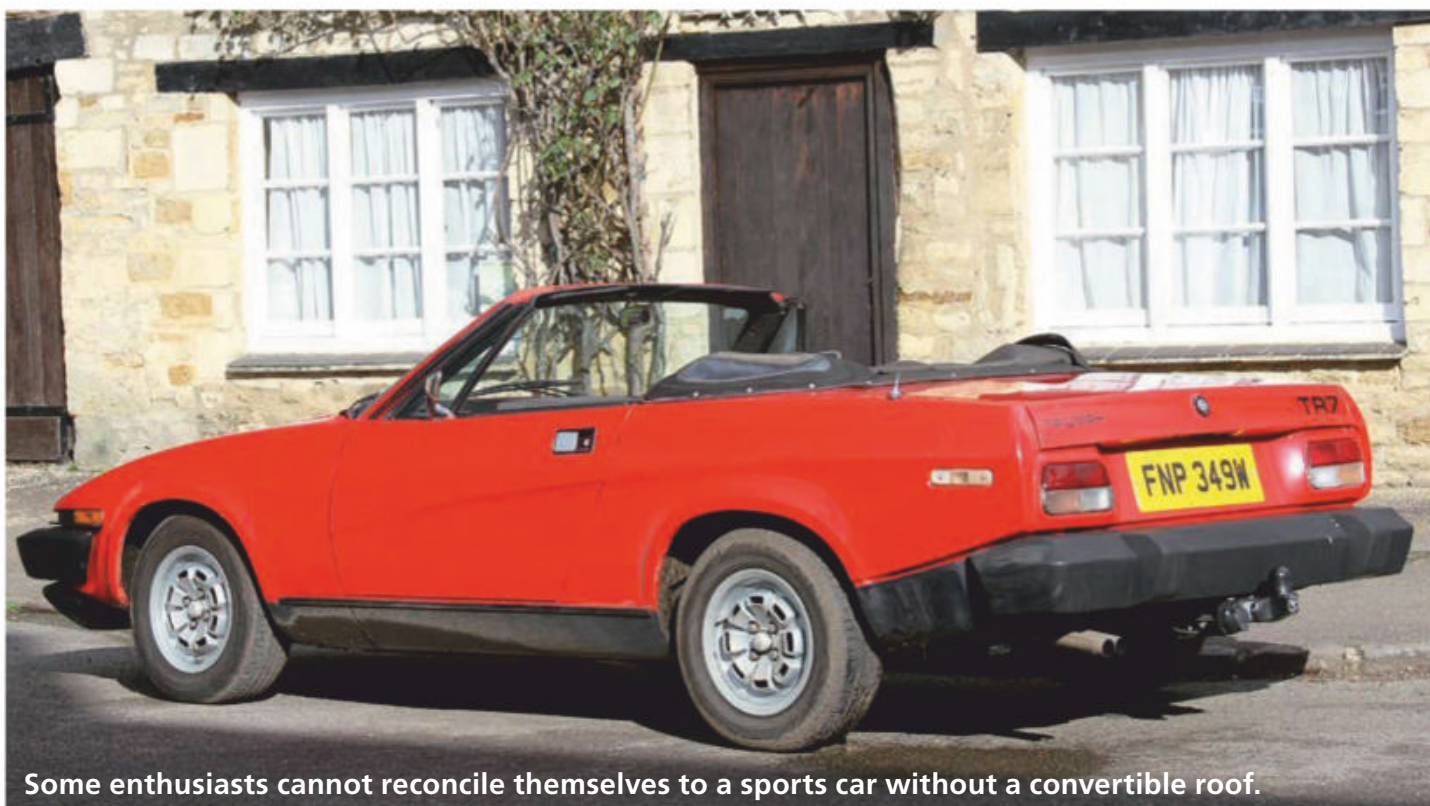
A top-notch TR7 could be worth over £10,000 now given their rarity and the queue of people wanting to find a good one. There is little, if any,

difference in price between a Coupé and a Drophead. The Coupé is to my mind the better car, but many sports car fans cannot imagine a two-seater with anything other than a convertible roof. A good compromise is the Coupé with the full-length sunroof, but these can leak so make sure you check. Bargains can be had for as little as £3500, but you will need to know what you are looking at and expect that there will be some expense in the not too distant future. If you are a reasonable home mechanic and handy with a MIG welder, then you really could snap up a serious but viable project for around £1200-£1500 and turn it into a great car.

A genuine TR7 Sprint in top condition is difficult to price, but probably almost as much as one of the genuine right-hand drive production TR8s of which there were between 18 and 22. I would expect a perfect example of one of these to sell for at least £20k now, but possibly more.

### CONCLUSION

These cars were underrated for a long time, but are now appreciated by a growing number of enthusiasts. For a long time people seemed to be embarrassed to say they liked the TR7, particularly the Coupé, but now they seem proud to shout their admiration. That is reflected by the reaction you get when driving a good one. Young boys in particular think they have just seen a brand new car that has been designed for the future, which surely speaks volumes for the outlandish style that Harris Mann first penned all the way back in 1971. **CM**



Some enthusiasts cannot reconcile themselves to a sports car without a convertible roof.



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# GLASS ACT

The Micra C+C was an innovator in the convertible supermini sector. At up to 15 years old, Nissan build quality makes it a worthwhile prospect as an enjoyable emerging classic.

Report: Phil White



Crowds clustered around it, chattering excitedly in a multitude of languages. Flashbulbs popped, journalists scribbled ecstatic notes and a legend was born. The Paris Motor Show was an unmissable event in 2002, largely because of one car's launch. But across the hall from Ferrari's breathtaking new Enzo, Nissan also had a curiosity on show. As unlikely as it sounded, the third generation range of the entirely prosaic Micra – which debuted at Paris – contained a convertible model.

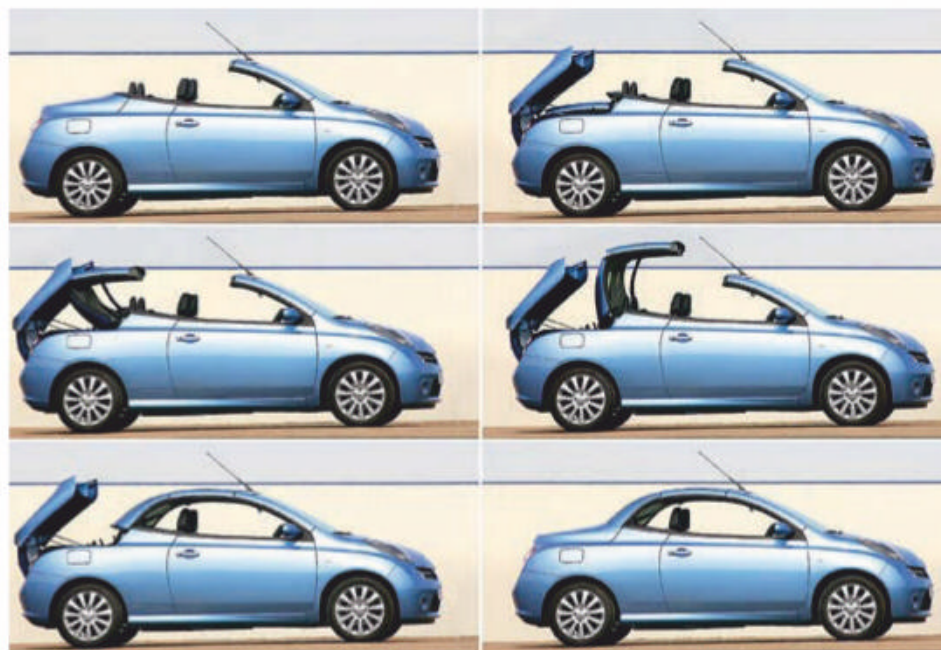
There was actually precedent for this. 1991's Figaro was a retro-styled two-door that enjoyed a fabric convertible roof – albeit with fixed sides. Although this was a model in its own right, it was based

upon the first generation of Micra. A decade later, niche models had appeared in many manufacturers' ranges. Thanks largely to Peugeot's 206 CC – which had launched at Paris in 2000 – one particularly popular type was the convertible supermini, a fun version of an otherwise unremarkable small hatchback, endowed with a folding metal roof.

The Micra C+C took this remit and added two innovations not found in the 206: decent build quality and a roof made largely of glass. The latter addressed the issue that had long plagued small convertibles, of a claustrophobia-inducing cabin when the roof was up. The former ensured that a decade and a half later, we are publishing this feature on it rather than its French precursor.



In a colour such as this, the Micra C+C borrows a hefty dose of the Nissan Figaro's charm, but in a clearly more modern package.



Opening and closing the roof is effected at the push of a button, with no levers to release or clips to undo. It's quite a performance.

It seemed for quite some time that the C+C was destined to be no more than a show car, but three years after Paris – during which time the K12 Micra had established itself as a steady seller – it appeared in showrooms. Reviews were mixed. On the one hand the motoring press praised its solidity, workmanlike interior and the excellent glass roof which opened and closed at the touch of a button without anything needing to be unclipped or released. On the other, drivers were universally underwhelmed by the, well, Micra-like driving dynamics of a machine that was meant to be fun.

However, it seems that the requirements of road testers can differ from those of customers. People looking for incisive handling and blistering performance in a convertible tended to gravitate towards sports cars. The Micra C+C sold well, as it was a practical everyday car that could easily open up to the elements should the sun deign to make an appearance. Its appeal was broadened by the provision of two child-sized rear seats and a proper boot – with the hood up, the C+C boasted more luggage space than Ford's Focus. Whatever position the roof was in, this was also a thoroughly





The rear seat adds versatility to the C+C, either for two children or simply as extra luggage space.

good-looking, modern machine. It was offered in four trim options, which ranged from perfectly adequate to leather-lined and rather pleasant. Several other trim lines were added later.

In reality those rear seats are largely unsuited to most human frames. However, they increase the appeal and airiness of the cabin. They also provide useful extra luggage space. Storage – in the past often neglected in small vehicles – was given careful thought in the C+C. Notably, it featured a stowage box for valuables situated below the passenger seat, which locked with the central locking.

Mechanically the C+C offered nothing out of the ordinary. Front-wheel drive, it packed either a 1.4 or 1.6-litre, four-cylinder, 16-valve petrol engine. The 1386cc unit produced 88bhp at 5200rpm, and 94lb. ft of torque at 3200rpm. It propelled the car to 62mph in 12.8 seconds and on to 108mph. At 1598cc, the larger engine gave 110bhp at 6000rpm and 113lb.ft of torque at 4400rpm. This produced a 0-62mph time of 10.6 seconds and a top speed of 118mph. Transmission was a five-speed manual gearbox, with an auto option appearing on the 1.6-litre car in 2006.

Despite being a Japanese car, the C+C is a decidedly European production. It was designed at the Nissan Design Europe studio in London, developed at

the Nissan Technical Centre at Cranfield and built at Nissan's Sunderland factory. The hood assembly was developed and built in Germany by Karmann.

The Micra C+C had a five-year career which lasted until the all-new fourth-generation of Micra was launched in 2010, and it isn't hard to find a decent example today. This is partly due to the relatively-cosseted, second-car status enjoyed by many convertibles in the UK, but also thanks to its genuinely-decent build quality.

Alongside its durability, the C+C boasts genuine practicality thanks to its easy-to-use roof mechanism and decent boot. All these factors point to its potential for classic status in coming years, and it is a highly worthwhile car to own at this point in its life cycle. Owners continue to report a happy

relationship with their cars, with minimal mechanical hassle. Exhaust systems can corrode, and there is some evidence that roof leaks can occur though, so as a result it is worth checking through receipts for repairs to these areas, and inspecting the interior of any potential purchase for signs of water damage.

The C+C was a little criticised during its production life for offering no diesel option. In the long term however, petrol engines will undoubtedly prove much easier to live with as emissions regulation tightens its noose around the neck of diesel power. In the case of the K12 Micra there is a very pragmatic reason to be grateful for petrol-only engines: the 1.5 diesel option used elsewhere in the range is a joint production with Renault. A friend of mine who used to work at the Nissan

Technical Centre described this unit to me once, using adjectives that simply cannot be printed in a respectable publication.

Of the two engines available, the 1.6-litre unit is ultimately much easier to live with, as it offers greater flexibility and a noticeably livelier drive. Both engine options provide reasonable average fuel economy of around 40mpg. The manual gearbox is decidedly preferable to the automatic, which was referred to by my ex-Nissan engineer friend in very similar terms to the Renault diesel motor.

Originally on sale between £13,000 and £16,000, the C+C has held its value well. Expect to pay between £2000 and £3000, depending upon trim options, year and mileage. Obviously, it is common sense to acquire the best equipment, condition and service history that your budget will allow, and as few miles on the clock as you can get away with. Year is probably the least important factor, especially in a notoriously reliable car which tended to be bought as a cherished second vehicle.

At this point the Micra C+C is a car that is unlikely to become any cheaper. You could either run one as a thoroughly enjoyable everyday car, or as something for the weekends and keep it as an investment. It is a noteworthy excursion for a range of cars defined by its ordinariness, and the C+C's standout status remains undiluted as neither the fourth and fifth generations of Micra have so far included a convertible model. The Micra C+C was one of a kind, and a highly worthwhile one at that.

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# CROMWELL OR BUST!

## 2000KM IN 10 PRE-WAR MGS



**Using your classic car in earnest brings untold benefits for you and your vehicle, as Malcolm Robertson explains.**

**T**here is something special about using your classic car in a way its original designers and manufacturers intended – for transport and pleasure. My first car, a Morris Minor Low Light Tourer, has long been considered a classic, but when I owned it, transport was its main role with a bit of back seat pleasure a secondary benefit. Subsequent cars, mostly MGs and all now classics, continued the role of transport with the pleasure component moving from back seat antics into the realm of pride of ownership.

And so it is today. My daily driver is almost 20 years old, a faithful 2005 MG ZT260, and my classic is a pre-war 1937 MG Two Litre. Through the pre-war MG community, a global network of friends has evolved over many years, none more so

than with one of the heroes of the MG world, Gary Wall on the north island of New Zealand.

Over the past 20 years, Gary has acquired, restored or created a batch of pre-WW2 MGs that he lovingly maintains himself on his farm outside Martinborough on the southern end of the north island. But as well as lovingly maintaining them, Gary generously lends his cars to MG friends from around the world so that in a one-man show of strength with five MG TAs and five SVW MGs, he adds a stunning pre-war dimension to many NZ MG events.

The TA is the first of the popular T-series MGs and was produced between 1936 and 1939, when it was replaced by the short-lived TB just before the war started. SVW is shorthand for the three handsome MG saloon models



**The view of the road ahead from the cabin of the WA is dominated by a bonnet that never seems to end. What a view it is, though!**

that were produced alongside the TA and TB: the two-litre SA, the 1.5-litre VA and the last of the line, the 2.6-litre WA which was Cecil Kimber's masterpiece. SVW models were offered as saloons, tourers and fancy

drophead Tickford coupés. Gary has examples of them all.

In March 2019, the enthusiastic New Zealand MG community held its biennial pre-56 MG meeting in Cromwell, three quarters of the way down



## READERS' CARS NEW ZEALAND ADVENTURE



The route was carefully chosen so that the outward and the return journeys took in different roads as they traversed the south island.



MG maestro Gary Wall, and just a part of his incredible collection.

the south island in the Otago district. Cromwell is not far from the adrenaline capital of Queenstown, famous for all those heart-rate raising activities that most of us don't even consider doing anymore – bungee jumping, white water rafting, para-sailing and -gliding and jet-boating. Give me an old MG any day, as they can be scary enough.

So when the call came through from Gary to see if my partner Gaye and I would like to crew one of his ten pre-war MGs on the 2000km return trip, we were delighted at the chance to renew some old acquaintances, make new friends and refresh our classic car driving style.

2000km is a long way in any country, but especially so in New Zealand where the roads are very much 'old fashioned.' With a small population scattered over mountainous terrain, the country has only one motorway, and most of the roads are pretty ordinary by modern European standards as the road maintenance crews struggle on their limited budgets to keep up with

the degradations of rain, earthquakes and increasing commercial and tourist traffic. They do reasonably well, and while narrow and winding, most are in good enough condition that old suspensions can cope. In the less populated areas, some roads are positively smooth and a joy to drive along.

Gary had rounded up nine other crews of two for this adventure, two from Europe, three from Australia, one from America and two from the UK, plus himself and another couple



Malcolm, Gaye and TA Tickford at the start of the observation run.

“ 2000km is a long way in any country, but especially so in NZ ”

from New Zealand. The MG TA crews were Don and Marj Phillips from Australia who own an SA saloon, and Graeme and Jennie Jackson who drive a TB in Melbourne. Dutch couple living in France, Rolf and Pien de Wildt (MG TD owners) and local MG maestros Michael and Elaine Anderson from New Zealand were also in TAs. Gaye and I rounded off the TA crews, driving Gary's gorgeous peacock blue TA Tickford.

English couple David and Sue Hawkins own a VA tourer in France and Charlie and Jeanine Plain-Jones own a VA Tickford in England, and they were allocated VAs. SVW legend Peter Ratcliffe and his partner

Alison Jackson were in Gary's WA saloon – if anyone can drive an SVW car, it is Peter! Bobbi and Dave Spiegel from America who own an SA stateside were in Gary's beautifully original black SA saloon, while Gary and his friend Bill Brehaut were in Gary's open WA with replica Charlesworth tourer coachwork.

The *modus operandi* for a Gary Wall adventure has developed over time. It starts with the crews mustering in Martinborough for a shake-down run to the famous fish and chip shop at Lake Ferry, an hour or so drive from Martinborough. If your car and navigator survive this, (and some in the past haven't,) then



At Cromwell, Gary's SVWs added immeasurably to the display of cars during the pre-1956 MG meeting.



# READERS' CARS NEW ZEALAND ADVENTURE

« you are authorised to head off the next day as part of the entourage.

Being a big country, most MG events require two or even three nights on the road from Martinborough, so overnight stops and large noisy dinners in local pubs or restaurants are part of the charm of the adventure. The MG events themselves are usually of several days duration and the crews all stay in a central location with the other participants. Usually Gary plans the return trip back to Martinborough by a different route to make the driving more interesting. A farewell dinner in one of Martinborough's classy restaurants completes the adventure, and drivers top up their fuel tanks and leave the keys for Gary before departing for their respective homes on

the bus they came in on.

Martinborough to Cromwell is a long way and involves mountainous terrain as well as a ferry crossing from Wellington on the north island to Picton in the south. Even getting from Martinborough to the ferry at Wellington is a tough drive in a pre-war MG, up and over a steep mountain pass known as Rimutaka Hill on a main state highway that is a test of a driver's courage, engine cooling and brake capability – Rimutaka Hill is definitely not a hill in any normal language! The train goes through a long tunnel, but cars and trucks have to grind their way up and hurtle down the other side. It is quite breathtaking for those of us used to long flat roads, and something of a baptism of fire for our adventurous crews.



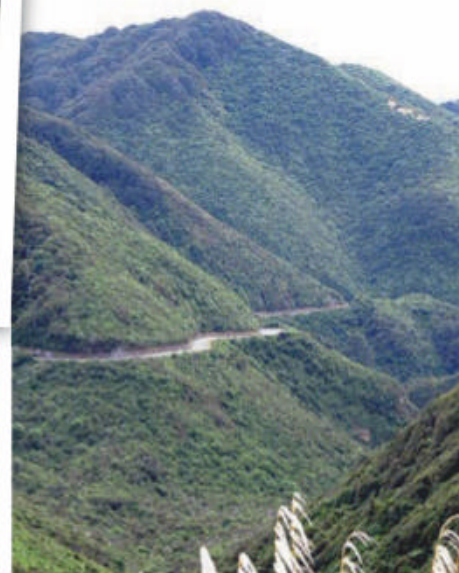
A snapped halfshaft was replaced within an hour.



Flat tyres were a regular occurrence on the adventure.



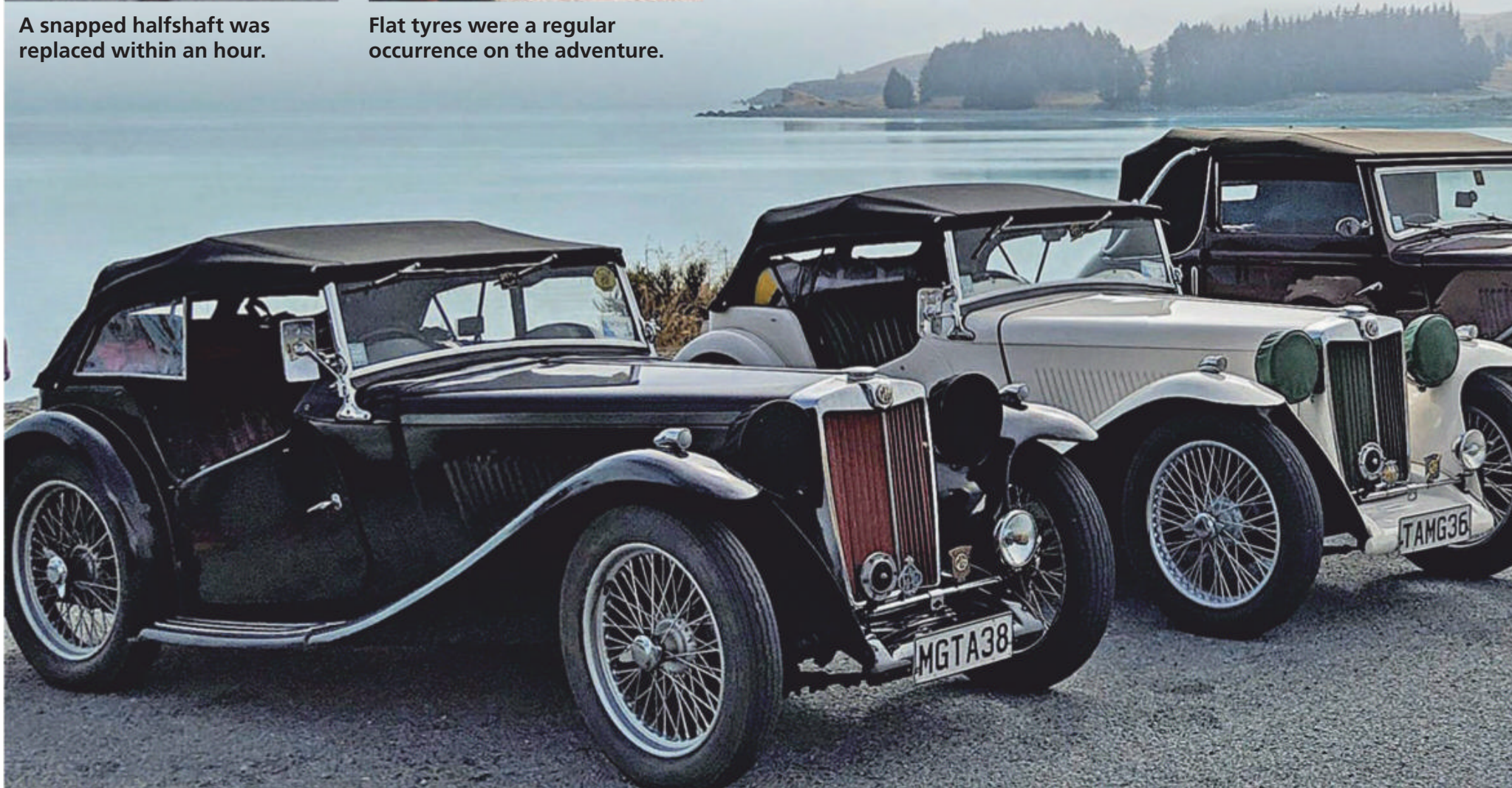
SS Earnslaw in Queenstown, the fantastic museum at Blenheim and the spectacular NZ roads.



On this trip we all made it safely and by lunchtime on day one we were in the queue for boarding the inter-island vehicle ferry for the three-hour crossing of the often choppy waters that carry the name of that famous navigator who originally charted the coastlines of New Zealand and Australia, James Cook. By dinner time we were in our motels at Blenheim, an hour's

drive from Picton.

Blenheim is famous for a fabulous air museum built into the surrounds of the local airport. Our ten crews all spent several hours exploring the dioramas and displays and marvelling at the original planes





## READERS' CARS NEW ZEALAND ADVENTURE



**Above and Left:** SVWs line up outside the motel, and the search for a missing grub screw.



and important events portrayed, before heading south over some tight mountain roads to our evening destination at a town called Murchison.

All cars were performing well until the next morning when the Phillips' TA snapped

a halfshaft exiting the motel car park. In most small towns in New Zealand, mechanical help can be difficult to find and Gary has his entourage set up so that almost any spare part is available somewhere among the cars – under the bonnets of some, under the seats of others or tucked away in a toolbox. Expertise is never in short supply either as the combined experience of the crews can run into well over a century of tinkering with MGs. As a result, the TA's halfshaft was replaced in less than an hour.

Two more days' driving brought the entourage safely to Cromwell. The only incident worth reporting was at the spot of our designated group photo on the shores of Lake Pukaki



**At Lake Pukaki, the VA was roped in as a wedding photo prop.**

where, after the photos had been taken and most cars had gone on, one of the VAs was shanghaied by a passing Asian wedding party and the crew were obliged to wait patiently while bride and groom were photographed with the car as a prop and the picturesque lake as backdrop. Apparently Asian wedding parties are well-known for driving around looking for such photo opportunities. They travel in minibuses with bride and groom in their wedding outfits, complete with pro photographer, lighting equipment and mothers-in-law. So the moral is: do not dally at popular tourist spots in your classic car, but keep moving. You have been warned!

New Zealand Pre-56 MG

Rallies are always fun and the 2019 event was no different. In addition to the usual attractions – a display and concours, motorkhana, a speed event and an observation run – the highlights for overseas visitors are the relaxed atmosphere and the numerous opportunities to meet local enthusiasts. The smaller numbers involved mean that you get to talk to just about everyone over the five organised days, and provided your ear is tuned to the New Zealand dialect, fascinating conversations can be had.

Our crews attended the display day and the observation run only. Gary prefers not to flog his cars in the motorsport

»



**“ The moral of the story is: do not dally in a classic at popular tourist spots, but keep moving. You have been warned! ”**



# READERS' CARS

## NEW ZEALAND ADVENTURE



Just some of the devastation in Christchurch caused by the earthquake.

« events, so the crews took the opportunity of some free time to visit local wineries (globally famous pinot noir country, the Otago region) or catch the bus to Queenstown.

With half the mileage of the adventure now under our belts, a few gremlins were creeping into the otherwise smooth-running MGs. Two of the TAs were returned from the observation run on the trailer of shame to our rally accommodation with failed fuel pumps, and several flat tyres had been repaired at the side of the road. Fuel pump failure continued to dog one or two of the cars, but apart from the curious loss of a bolt from one intake manifold causing too much air to enter the induction, the ten cars all continued to perform well. However, unlike modern cars, significant oil was consumed, and coolant levels

were constantly being checked.

After five days at Cromwell, our entourage said farewell to our fellow MG owners and headed east to the coast for the run north back to Blenheim via state highway 1 through Christchurch. For those of us who had never seen such destruction, the collapsed buildings in Christchurch following the earthquake there



Rolling along in a 1936 TA, the car that set the MG T-Type ball rolling.

were so sad to see, especially the Christ Church cathedral. We were all devastated by the news a few weeks later of the murderous rampage by a single gunman targeting the Muslim community. We mourned those who died, but more than that, we mourned that the peaceful and quiet New Zealand we had come to love would never be quite the same again as the horrors of the new millennium had finally caught up with this beautiful corner of the world.

State highway 1 remained in poor condition after it had been closed for several

weeks as a result of landslides and cliff collapses due to the earthquakes. For much of its distance, traffic was reduced to one lane only, controlled by automatic traffic lights.

As well as being slow, much of the surface was still rough and pot-holed. It was tough going in classic cars, and rain wasn't helping. One of the cars gave up on this stretch and was trucked through to Blenheim after a long roadside wait, but the rest of us made it. Even the trucked-in car was quickly repaired by our expert collective, and all ten MGs presented themselves under their own steam to the ferry at Picton on time, and all successfully crested the feared Rimutaka Hill for a final free-wheel down the other side to Martinborough.

What an adventure! Ten days, ten pre-war MGs, 20 crew members, over 20,000km in total with few mechanical issues, new friends, old bonds cemented and Gary Wall's position as a legend of the MG world absolutely unassailable. No wonder everyone was in good spirits at the final dinner.

So, what have you got planned for your next classic car adventure?

CM



No expertise needed when the problem was only a flat battery.



The MG crews at their farewell dinner, after successfully completing 2000km in beautiful New Zealand.





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| <b>A</b><br>53 AA<br>487 AAA<br>592 AAE<br>AAN 2G<br>AAW 333<br>ABB 364M<br>B741 ABH<br>ABH 488C<br>A858 GAL<br>A879 GAL<br>804 ABK<br>24 BLE<br>ABO 77T<br>AB07 TTT<br>477 ABU<br>ABW 308C<br>ABW 810D<br>8169 AC<br>ACC 967A<br>98 ACJA<br>ACR 76V<br>KAC 70N<br>LAC 70N<br>AAC 70N<br>W866 ADW<br>ADY 550D<br>ADY 333V<br>ADY 110D<br>AEW 994A<br>AFG 668S<br>AFW 904A<br>G499 AFW<br>302 AFW<br>AGO 751<br>AGU 35T<br>AGW 146N<br>AGW 59N<br>129 AH<br>212 AHK<br>754 AHR<br>667 AJO<br>JAO 14N<br>RAL 41N<br>444 LAN<br>HAL 4N<br>DAL 107T<br>A11 COT<br>ALM 274B<br>R29 ALY<br>PAM 11D<br>465 AMJ<br>AMJ 40L<br>AML 210H<br>ANN 112H<br>ANN 783H<br>ANN 797H<br>ANP 265A<br>4784 NT<br>ANT 177A<br>ANV 199A<br>A417 WAR<br>AOR 21V<br>6989 AP<br>APA 13Y<br>547 APA<br>APP 520J<br>APP 13S<br>APP 235A<br>ARA 122A<br>ARA 95A<br>ARB 590A<br>ARC 116R<br>ARF 80Y<br>XAR 7X<br>ARV 523<br>ASO 479<br>8888 AS<br>A5 FAD<br>H15 HBY<br>973 ASM<br>YGY 545S<br>741 ATD<br>ATF 257<br>ATL 233A<br>G170 ATL<br>ATV 36Y<br>AUD 151V<br>AUD 135V<br>AUD 145V<br>AUS 77N<br>J245 AUX<br>AVG 550D<br>788 AWA<br>AWF 73Z<br>AWG 400<br>720 AWW<br>YEL 848S<br>G84 CON | 296 BCJ<br>BDK 85<br>49 BDJ<br>3333 BE<br>B6 ATY<br>BEA 570N<br>9 BEE<br>Y831 ONY<br>ABE 17T<br>BEN 7T<br>B3 REL<br>E78 ERY<br>F83 RRY<br>TBE 57T<br>EDB 35T<br>F149 ETH<br>BET 228<br>BF 7561<br>BF 4210<br>569 BFM<br>BG 6372<br>3333 BG<br>BGF 2H<br>BGR 36<br>BGU 881G<br>9301 BH<br>BHA 77T<br>BHO 74R<br>BHW 517A<br>BIG 655<br>YEL 816S<br>BIG 8411<br>BIG 8115<br>B16 GER<br>BIG 59<br>A81 GGS<br>BIG 8115<br>A81 MBO<br>A81 RKE<br>ARB 150N<br>B15 CHO<br>B55 HOP<br>913 BKE<br>BKN 2T<br>A959 BKT<br>A81 EKE<br>KBL 41N<br>B115 ETT<br>BLM 835<br>BLO 77S<br>544 BLO<br>YGY 320S<br>YEL 820S<br>Y840 ONY<br>BNG 23<br>830 BNG<br>BNR 8Y<br>BOB 805S<br>562 BOB<br>BOD 55Y<br>BOL 7T<br>BOL 77S<br>BOL 701N<br>BOL 701V<br>751 BOL<br>Y828 ONY<br>BON 533R<br>13 ONS<br>BOD 08T<br>BOO 853X<br>BOO 856X<br>BOO 85T<br>YEL 803S<br>MFC 805S<br>SHE 80S<br>ROT 80S<br>BOB 805S<br>SBO 55Y<br>ROT 80S<br>RCH 410T<br>RCH 34M<br>RCH 33M<br>CHN 430B<br>C11 OKA<br>CHO 74L<br>CHR 930<br>D5 CHR<br>CHU 88H<br>CIL 7601<br>CIL 6575<br>C12 RON<br>545 CJO<br>CKE 188<br>2222 CL<br>TCL 41R<br>WCL 45S<br>C112 VES<br>CLO 1J<br>CLU 88S<br>COA 77S<br>COA 57S<br>YEL 427S<br>G6 COD<br>COE 693<br>303 COJ<br>COL 173R<br>CON 317T<br>CON 4V<br>COO 180X<br>COO 165T<br>333 COP<br>COR 541R<br>COV 800T<br>COV 311S<br>M79 COX<br>COX 31V<br>COX 792C<br>COX 576B<br>976 COX<br>CPA 107T<br>CPE 76<br>CRA 138L<br>CRA 16R<br>CRE 45T<br>CRE 59T<br>CRE 4T<br>CR15 PCO<br>J985 CRM<br>C915 CRU<br>CSJ 215<br>CST 91A<br>CSW 44D<br>CUP 55<br>CUR 715X<br>CUT 53T<br>JCU 77S<br>K13 URN | B1 JST<br>HBU 770N<br>ABU 7T<br>CBU 7T<br>EBU 7T<br>JBU 770N<br>PBU 7S<br>BVG 670E<br>BVP 190<br>BVP 629<br>63 BVT<br>563 BWD<br>BWP 888M<br>E290 DAN<br>DAR 12T<br>DAR 7S<br>D4 SSU<br>OAS 70R<br>DAV 135N<br>DAV 15F<br>DAV 15L<br>DAV 135V<br>DAV 3N<br>DAW 17T<br>DAW 54T<br>220 AWW<br>DAS 5C<br>529 DAY<br>DBC 766T<br>DBJ 49<br>477 DBM<br>DBR 23S<br>J317 DCD<br>DCK 231B<br>DCK 94B<br>DCM 94Y<br>2522 DD<br>8553 DD<br>7479 DD<br>DEB 96P<br>DEB 501V<br>DEB 24A<br>DEB 19S<br>DEE 3L<br>DEE 41L<br>M9 DEL<br>DEL 128Y<br>DEL 661T<br>DEM 953Y<br>D111 ENT<br>D111 ERY<br>DES 1N<br>DEV 3Y<br>2986 DF<br>6044 DF<br>8422 DF<br>9074 DF<br>46 DFC<br>2733 DG<br>DGW 428B<br>DHJ 818B<br>DHK 499<br>DIL 188T<br>D34 BLO<br>DIL 4802<br>DIL 6646<br>DJE 505<br>DJJ 7757<br>36 DK<br>4859 DK<br>947 DK<br>639 DKH<br>3333 DL<br>DM 6144<br>DMA 873<br>G3 DMJ<br>6462 DN<br>32 DND<br>DOD 580Y<br>DOL 50N<br>DOL 781<br>DOL 781<br>DOL 513K<br>DON 63V<br>DON 42V<br>DON 875V<br>518 DOR<br>454 DOR<br>DOR 668<br>DOU 6K<br>DOV 68H<br>DOW 17S<br>5905 DP<br>5469 DP<br>DRE 64N<br>DRE 55S<br>DRE 517B<br>DRE 262K<br>NSO DRU<br>DSD 44<br>DSJ 852<br>DSU 378<br>DT 9695<br>8908 DT<br>3049 DT<br>872 DTP<br>671 DTT<br>P598 DUD<br>H659 DUF<br>FEZ 322<br>FEY 316D<br>FHH 301K<br>91 FLA<br>FLA 66S<br>FLA 91T<br>645 FLD<br>FLE 33T<br>60 DVB<br>DYL 101V<br>DYW 15<br>XEA 7X<br>EAN 2C<br>F8 EAN<br>F6 EAN<br>M26 EAN<br>M29 EAN<br>JEA 501V<br>EAS 153X<br>SEA 701V<br>GEA 70N<br>J5 EAT | 17 CVJ<br>CY 5241<br>CYB 46<br>CYN 700<br>CYN 119C<br>222 DA<br>5833 DA<br>7 DAD<br>DAH 21T<br>A99 DAL<br>OAN 16L<br>E859 DAN<br>E290 DAN<br>DAR 12T<br>DAR 7S<br>D4 SSU<br>OAS 70R<br>DAV 135N<br>DAV 15F<br>DAV 15L<br>DAV 135V<br>DAV 3N<br>DAW 17T<br>DAW 54T<br>220 AWW<br>DAS 5C<br>529 DAY<br>DBC 766T<br>DBJ 49<br>477 DBM<br>DBR 23S<br>J317 DCD<br>DCK 231B<br>DCK 94B<br>DCM 94Y<br>2522 DD<br>8553 DD<br>7479 DD<br>DEB 96P<br>DEB 501V<br>DEB 24A<br>DEB 19S<br>DEE 3L<br>DEE 41L<br>M9 DEL<br>DEL 128Y<br>DEL 661T<br>DEM 953Y<br>D111 ENT<br>D111 ERY<br>DES 1N<br>DEV 3Y<br>2986 DF<br>6044 DF<br>8422 DF<br>9074 DF<br>46 DFC<br>2733 DG<br>DGW 428B<br>DHJ 818B<br>DHK 499<br>DIL 188T<br>D34 BLO<br>DIL 4802<br>DIL 6646<br>DJE 505<br>DJJ 7757<br>36 DK<br>4859 DK<br>947 DK<br>639 DKH<br>3333 DL<br>DM 6144<br>DMA 873<br>G3 DMJ<br>6462 DN<br>32 DND<br>DOD 580Y<br>DOL 50N<br>DOL 781<br>DOL 781<br>DOL 513K<br>DON 63V<br>DON 42V<br>DON 875V<br>518 DOR<br>454 DOR<br>DOR 668<br>DOU 6K<br>DOV 68H<br>DOW 17S<br>5905 DP<br>5469 DP<br>DRE 64N<br>DRE 55S<br>DRE 517B<br>DRE 262K<br>NSO DRU<br>DSD 44<br>DSJ 852<br>DSU 378<br>DT 9695<br>8908 DT<br>3049 DT<br>872 DTP<br>671 DTT<br>P598 DUD<br>H659 DUF<br>FEZ 322<br>FEY 316D<br>FHH 301K<br>91 FLA<br>FLA 66S<br>FLA 91T<br>645 FLD<br>FLE 33T<br>60 DVB<br>DYL 101V<br>DYW 15<br>XEA 7X<br>EAN 2C<br>F8 EAN<br>F6 EAN<br>M26 EAN<br>M29 EAN<br>JEA 501V<br>EAS 153X<br>SEA 701V<br>GEA 70N<br>J5 EAT | E17 VES<br>EAZ 7<br>153 EBK<br>Y836 ONY<br>9 ECD<br>667 ECD<br>148 ECD<br>B16 EDD<br>EDD 171T<br>EDD 11T<br>EDD 17T<br>J3 EDD<br>AB19 EDD<br>EDE 86R<br>EDE 87R<br>E6 ENS<br>EE 9471<br>EEL 603T<br>EEL 209T<br>EFC 308A<br>EFC 416<br>Y9 EFC<br>405 EFH<br>4 EFJ<br>EFX 355C<br>509 EHA<br>EHL 50<br>EHN 328H<br>EKA 70<br>6284 EL<br>YEL 476S<br>SEL 150N<br>LEL 150N<br>ELL 155X<br>ELL 187T<br>ELL 152J<br>ELL 4Y<br>SEL 50N<br>ELS 16W<br>ELW 15Y<br>ELY 823C<br>ELY 107T<br>EMA 450K<br>EMA 65K<br>EMA 635S<br>EMA 628F<br>EMA 53X<br>EMA 317X<br>EMA 67X<br>EMV 455T<br>EMV 469T<br>ENG 147D<br>ENN 73<br>ENR 38<br>90 ENR<br>EPD 59V<br>ERE 3N<br>ERG 73<br>Y957 ERH<br>ESE 536<br>E551 TON<br>EST 116D<br>1306 ET<br>8361 ET<br>ETA 18<br>ETH 914V<br>F112 ETH<br>GJY 4728<br>GJY 401<br>5555 GK<br>GKC 50<br>2222 GL<br>GLA 231T<br>GLE 350N<br>H3 GLH<br>GLZ 7777<br>GNH 79B<br>GNJ 63<br>GNR 74<br>GNT 253M<br>GOB 58N<br>GOB 81L<br>GOB 5W<br>OOO 560D<br>T260 JAL<br>548 GOK<br>GOL 81N<br>NGO 1D<br>GOL 50N<br>GOL 50Y<br>GOL 85L<br>HOB 85H<br>JHO 850N<br>HOB 850N<br>HOB 135N<br>HOD 635N<br>HOL 101W<br>HOL 7W<br>HOL 78N<br>HOL 70N<br>NSX 352A<br>HOO 50N<br>HOO 531N<br>HOR 58N<br>HOR 701N<br>HOR 702N<br>HOR 733N<br>HOR 53N<br>HOT 70N<br>HOT 32<br>448 HOV<br>HOW 477J<br>HOY 733N<br>H74 HPA<br>HRT 81<br>HSH 995Y<br>HUB 42D<br>HUG 637S<br>HUG 637T<br>HUG 35N<br>HUI 19<br>HUM 813S<br>HUN 33R<br>HUN 7N<br>HUN 71N<br>HUP 1N<br>HUR 57V<br>144 HUR<br>HUR 7Y<br>HUR 57T<br>HUT 76N<br>HUT 71N<br>HUT 701N | WHU 770N<br>HUT 10V<br>CHU 770N<br>605 HUW<br>HVG 881L<br>HVK 653C<br>HVS 58N<br>HHW 74T<br>1004 HX<br>HYE 28<br>9 HYE<br>IIL 18<br>IIL 9999<br>TJA 883R<br>JAB 81N<br>JAC 680V<br>A864 JAC<br>JAC 946V<br>JAC 687V<br>JAC 58N<br>A227 JAC<br>JAC 91N<br>JAD 35V<br>TJA 981R<br>TJA 966R<br>T246 JAL<br>JAL 53N<br>JAM 53E<br>B623 JAN<br>E259 JAN<br>JAN 35S<br>JAN 35A<br>JAO 4L<br>JAP 17N<br>JAP 5<br>JAR 450N<br>JAR 120N<br>JAR 50N<br>JAR 60N<br>JAR 35Y<br>GJA 50N<br>JAS 796<br>J45 ONB<br>JAS 50N<br>JAT 140T<br>JAV 51W<br>JAW 31V<br>J3 JAW<br>LOJ 4X<br>A364 JAY<br>JAY 833N<br>A199 JAY<br>JAY 51N<br>S26 JAY<br>JAZ 59<br>JBB 906<br>JBM 990F<br>JUF 648<br>JUK 5W<br>JUL 106N<br>JUL 104N<br>JUL 113N<br>JUL 16N | C233 JOE<br>92 JOF<br>JOG 3R<br>JOK 765N<br>JON 49E<br>JON 17P<br>JON 53N<br>JON 1K<br>86 JON<br>JOS 11L<br>JOY 376N<br>JPA 261V<br>JRA 8891<br>532 JRR<br>684 JRR<br>JRS 971<br>JSA 228G<br>JSK 204 | 73 KBP<br>87 KBP<br>KBS 3<br>KBS 5<br>KCH 74N<br>B16 KCH<br>KCL 197<br>KCW 335<br>KDG 89<br>KDG 977<br>KEA 524<br>KEL 10G<br>A445 KEL<br>KEN 5S<br>K3 NOC<br>KEN 33P<br>402 KEP<br>KFC 47 | KYL 13S<br>KYM 774X<br>LAB 37T<br>N910 LAG<br>LAL 14W<br>LAM 88B<br>LAM 85P<br>LAW 59W<br>BUY 14W<br>LAZ 8<br>LUC 180X<br>LUE 7V<br>LUE 5P<br>LUG 70P<br>LUR 4L<br>LVA 11<br>R611 LVE<br>LWG 688B<br>LVG 66<br>LYB 11E<br>LYC 3E<br>LYL 3N<br>LYN 87X<br>E282 LYN<br>LYN 78P<br>LYN 814X | LRE 8P<br>LRP 51M<br>LSR 72<br>8888 LS<br>LSA 425<br>LSD 578<br>LSD 823<br>LSG 48N<br>LSG 267N<br>P867 LSM<br>LSP 93<br>R805 LTV<br>LUC 180X<br>LUE 7V<br>LUE 5P<br>LUG 70P<br>LUR 4L<br>LVA 11<br>R611 LVE<br>LWG 688B<br>LVG 66<br>LYB 11E<br>LYC 3E<br>LYL 3N<br>LYN 87X<br>E282 LYN<br>LYN 78P<br>LYN 814X | MAB 813Y<br>790 MAB<br>MAB 837T<br>MAC 15S<br>MAC 346V<br>MAC 16P<br>M24 CKS<br>832 MAE<br>938 MAE<br>NMA 660T<br>MAH 33D<br>MAH 41P<br>MAH 41E<br>C701 MAK<br>MAL 338W<br>MAL 261W<br>MAL 357P<br>M410 LEE<br>C54 MAL<br>MAR 55S<br>MAR 771V<br>MAR 647E<br>MRR 19W<br>M425 HAL<br>MAR 63P<br>MAR 63L<br>MRR 10W<br>MAR 437V<br>MAR 9E<br>LFM 454N<br>M56 6Y<br>MAT 537<br>MAT 235S<br>T132 MAU<br>MAY 598P<br>MAY 769P<br>MBH 31H<br>9818 MC | MNN 60D<br>S41 MNP<br>MOA 72X<br>MOC 7P<br>MOE 856P<br>MOE 333X<br>MOE 96P<br>MOE 566X<br>985 MOE<br>MOG 9X<br>MOG 735X<br>MOG 331P<br>MOG 908P<br>RMO 113R<br>MOL 73N<br>MOR 155R<br>MOR 318Y<br>MOS 51S<br>MOS 55S<br>CMO 713Y<br>MOT 76Y<br>MOV 13X<br>MOW 13R<br>MOW 9R<br>MOY 124P<br>6 MPR<br>N855 MPV<br>5555 MVR<br>MRR 45V<br>MSA 27<br>B9 MSR<br>MSV 87R<br>MTT 606<br>MTU 41C<br>MTW 555C<br>MVG 508C<br>MOW 8743<br>MWC 6P<br>MWJ 292<br>MWW 45<br>777 MYC<br>MYR 4P<br>MYR 46X | NAD 99M<br>921 NAE<br>NAJ 18P<br>NAJ 18W<br>Y309 NAL<br>NAL 332E<br>NAN 70N<br>N934 NAP<br>N45 EER<br>NAS 54R<br>NAS 70R<br>NAS 628<br>NAS 13R<br>NAS 671<br>N4 THS<br>NAT 11S<br>NAV 309F<br>NAV 300F<br>NAV 317F<br>NAV 306F<br>NAV 330S<br>N42 EEM<br>PEG 55S<br>PEG 5R<br>PEG 19R<br>PEN 155S<br>PEN 677S<br>PEP 53Y<br>PEP 3R<br>PER 177N<br>PER 121N<br>PES 183M<br>PET 80Y<br>RPE 73R<br>RPE 73R<br>RPE 76P<br>2620 PT<br>PFE 763P<br>19 PFM<br>PFN 25S<br>PG 801V<br>PG 466S<br>NIB 333S<br>N25 SAN<br>NIW 72<br>NJ 4544<br>NJ 364<br>NUT 469H<br>NUT 254P<br>204 NKE<br>840 NKR<br>1 NKG<br>NMA 998T<br>NMA 966T<br>NMG 9R<br>C854 NMW<br>805 NNN<br>95 NNO<br>NNW 5<br>NOB 13X<br>NOB 80X<br>NOB 56X<br>279 NOB<br>NOH 712<br>NOM 88<br>JNO 74Y<br>NOW 938<br>NPA 910<br>570 NPE<br>NRG 71<br>H961 NRU<br>NSX 346A<br>2222 NS<br>NS 4570<br>NSX 390A<br>NSJ 871<br>NST 360Y<br>NTG 300R<br>NTL 143F<br>79 NTV<br>NOS 7Y<br>NUT 1E<br>NUT 20W<br>NV 9830<br>T695 NWL<br>NWT 5<br>NWX 5<br>E6 NYC<br>NYK 5Y<br>3748 NZ | OAH 463V<br>OAK 3S<br>OAK 7M<br>B1 OAP<br>R348 OAY<br>OBU 311P<br>693 OCQ<br>OD 620<br>ODE 117F<br>ODE 112F<br>OER 1M<br>F912 OFG<br>OGV 91M<br>OJ 272<br>OK 9362<br>OLY 268P<br>ONE 11H<br>ONE 7L<br>ONE 41L<br>ONO 73V<br>13 ONS<br>Y496 ONY<br>P50 OOC<br>PAD 63T<br>PAD 260W<br>PAD 1P<br>S447 PAG<br>PAG 33E<br>PAL 70R<br>819 PAL<br>60 PAM<br>PAM 11D<br>E5 PAM<br>PAM 153R<br>D872 PAM<br>PAM 50R<br>PAM 484M<br>PAM 222R<br>PAM 14R<br>PAO 107P<br>PAO 205P<br>PAR 53L<br>PAR 37H<br>PAS 5S<br>PAS 533S<br>PAT 18M<br>E3 PAT<br>E5 PAT<br>A972 PAT<br>PAT 31S<br>PAT 34M<br>D735 PAT<br>A460 PAT<br>S121 PAT<br>PAU 144R<br>PAV 62J<br>PAZ 1<br>PAZ 4<br>PBE 39<br>PBJ 49<br>PBN 822<br>PCD 667<br>PCS 81R<br>Y791 PDM<br>PEA 73R<br>PEE 805S<br>PEG 55S<br>PEG 5R<br>PEG 19R<br>PEN 155S<br>PEN 677S<br>PEP 53Y<br>PEP 3R<br>PER 177N<br>PER 121N<br>PES 183M<br>PET 80Y<br>RPE 73R<br>RPE 73R<br>RPE 76P<br>2620 PT<br>PFE 763P<br>19 PFM<br>PFN 25S<br>PG 801V<br>PG 466S<br>NIB 333S<br>N25 SAN<br>NIW 72<br>NJ 4544<br>NJ 364<br>NUT 469H<br>NUT 254P<br>204 NKE<br>840 NKR<br>1 NKG<br>NMA 998T<br>NMA 966T<br>NMG 9R<br>C854 NMW<br>805 NNN<br>95 NNO<br>NNW 5<br>NOB 13X<br>NOB 80X<br>NOB 56X<br>279 NOB<br>NOH 712<br>NOM 88<br>JNO 74Y<br>NOW 938<br>NPA 910<br>570 NPE<br>NRG 71<br>H961 NRU<br>NSX 346A<br>2222 NS<br>NS 4570<br>NSX 390A<br>NSJ 871<br>NST 360Y<br>NTG 300R<br>NTL 143F<br>79 NTV<br>NOS 7Y<br>NUT 1E<br>NUT 20W<br>NV 9830<br>T695 NWL<br>NWT 5<br>NWX 5<br>E6 NYC<br>NYK 5Y<br>3748 NZ | 4288 PP<br>2688 PP<br>482 PPE<br>PPM 449<br>P64 PPO<br>PRE 553R<br>N2 PRK<br>PRO 553R<br>PRU 783<br>PSC 290<br>PSN 690H<br>PTA 827<br>PTH 37S<br>PTH 51S<br>PTK 90<br>N726 PTL<br>7 PTS<br>843 PTT<br>PTU 973B<br>PUE 236<br>PUI 3333<br>PUL 58Y<br>PUL 14N<br>GPU 113N<br>A6 PUM<br>922 PUO<br>PUT 8R<br>PUT 73R<br>PUT 71N<br>PUT 3R<br>N524 PVL<br>6795 PV<br>PWA 58K<br>52 PWC<br>PWN 900R<br>PWN 6Y<br>PUW 160P<br>49 PYD<br>9498 R<br>3091 R<br>6524 R<br>752 RAE<br>897 RAE<br>RAE 785G<br>RAE 636<br>D15 RAF<br>JRA 63N<br>RAG 55S<br>RAJ 417M<br>RAJ 599X<br>RAM 340H<br>RAN 737E<br>RAN 386L<br>RAP 574R<br>N936 RAP<br>RAS 791<br>RAS 916<br>RAS 74S<br>RAS 914<br>RAT 113R<br>472 RAT<br>RAV 276X<br>RAV 769X<br>RAV 934R<br>RAY 162M<br>RAY 93R<br>RAY 213R<br>RAY 84R<br>RAY 729N<br>RAZ 21<br>RAZ 59<br>RB 4099<br>RBM 6W<br>S2 RBS<br>4444 RC<br>RCA 505B<br>3 RCA<br>RCA 316Y<br>RCD 499G<br>RCS 18<br>RD 8371<br>RD 3197<br>RDB 3R<br>751 RDV<br>916 REA<br>REC 703R<br>RED 64R<br>REE 744S<br>E9 REE<br>REE 805S<br>REG 417M<br>REG 417X<br>REG 51R<br>REG 428X<br>REG 417R<br>REY 370S<br>REY 4T<br>REY 446S<br>RFH 5S<br>RFM 824L<br>333 RFM<br>RFM 828L<br>RG 830S<br>RG 6659<br>RHR 283C<br>RIA 9509<br>R188 NGN<br>R391 CCY<br>RGJ 176G<br>8475 RK<br>9401 RK<br>267 RKJ<br>RMA 498<br>207 RML<br>APL 47T<br>PLE 888<br>PMY 475W<br>717 PMA<br>PMB 890L<br>1111 PN<br>PN 7018<br>A112 PND<br>PNS 6<br>LPO 111Y<br>POM 3Y<br>POM 333Y<br>PON 245Y<br>POP 574R<br>TJA 928R<br>RON 843M<br>RON 586R<br>RON 581R<br>Y812 ONY<br>ROO 173Y<br>C911 WMY<br>TED 120S | ROW 417S<br>ROW 113Y<br>F843 ROY<br>RPE 8<br>RPF 9<br>RPR 97<br>RRH 874<br>RRL 53S<br>RSY 4L<br>ARU 8Y<br>RUB 3R<br>RUB 8Y<br>ERU 8R<br>RUD 4L<br>RUG 504<br>RUG 3R<br>RUG 8R<br>RUG 63R<br>RUL 911E<br>RUS 683M<br>RUS 3L<br>RUS 31W<br>LRU 5H<br>RVG 5M<br>Y366 RVU<br>227 RW<br>8 RWG<br>900 RXG<br>RYK 89S<br>RCA 544B<br>S17 JNA<br>T254 JAL<br>LSA 11Y<br>SAL 7T<br>H541 MON<br>SAL 709X<br>SAL 73R<br>PAM 484M<br>PAM 222R<br>PAM 14R<br>PAO 107P<br>PAO 205P<br>PAR 53L<br>PAR 37H<br>PAS 5S<br>PAS 533S<br>PAT 18M<br>E3 PAT<br>E5 PAT<br>A972 PAT<br>PAT 31S<br>PAT 34M<br>D735 PAT<br>A460 PAT<br>S121 PAT<br>PAU 144R<br>PAV 62J<br>PAZ 1<br>PAZ 4<br>PBE 39<br>PBJ 49<br>PBN 822<br>PCD 667<br>PCS 81R<br>Y791 PDM<br>PEA 73R<br>PEE 805S<br>PEG 55S<br>PEG 5R<br>PEG 19R<br>PEN 155S<br>PEN 677S<br>PEP 53Y<br>PEP 3R<br>PER 177N<br>PER 121N<br>PES 183M<br>PET 80Y<br>RPE 73R<br>RPE 73R<br>RPE 76P<br>2620 PT<br>PFE 763P<br>19 PFM<br>PFN 25S<br>PG 801V<br>PG 466S<br>NIB 333S<br>N25 SAN<br>NIW 72<br>NJ 4544<br>NJ 364<br>NUT 469H<br>NUT 254P<br>204 NKE<br>840 NKR<br>1 NKG<br>NMA 998T<br>NMA 966T<br>NMG 9R<br>C854 NMW<br>805 NNN<br>95 NNO<br>NNW 5<br>NOB 13X<br>NOB 80X<br>NOB 56X<br>279 NOB<br>NOH 712<br>NOM 88<br>JNO 74Y<br>NOW 938<br>NPA 910<br>570 NPE<br>NRG 71<br>H961 NRU<br>NSX 346A<br>2222 NS<br>NS 4570<br>NSX 390A<br>NSJ 871<br>NST 360Y<br>NTG 300R<br>NTL 143F<br>79 NTV<br>NOS 7Y<br>NUT 1E<br>NUT 20W<br>NV 9830<br>T695 NWL<br>NWT 5<br>NWX 5<br>E6 NYC<br>NYK 5Y<br>3748 NZ | SM17 HYJ<br>SM17 HYT<br>SMP 635<br>SMT 27<br>S17 OWS<br>SNP 10<br>S10 AMS<br>N504 BYA<br>UCA 650D<br>SOE 8Y<br>T250 JAL<br>SOL 36Y<br>T250 JAL<br>SON 580Y<br>Y935 ONY<br>WHOS OUL<br>SOU 150N<br>J950 UTH<br>RUL 911E<br>RUS 683M<br>RUS 3L<br>RUS 31W<br>LRU 5H<br>RVG 5M<br>Y366 RVU<br>227 RW<br>8 RWG<br>900 RXG<br>RYK 89S<br>RCA 544B<br>S17 JNA<br>T254 JAL<br>LSA 11Y<br>SAL 7T<br>H541 MON<br>SAL 709X<br>SAL 73R<br>PAM 484M<br>PAM 222R<br>PAM 14R<br>PAO 107P<br>PAO 205P<br>PAR 53L<br>PAR 37H<br>PAS 5S<br>PAS 533S<br>PAT 18M<br>E3 PAT<br>E5 PAT<br>A972 PAT<br>PAT 31S<br>PAT 34M<br>D735 PAT<br>A460 PAT<br>S121 PAT<br>PAU 144R<br>PAV 62J<br>PAZ 1<br>PAZ 4<br>PBE 39<br>PBJ 49<br>PBN 822<br>PCD 667<br>PCS 81R<br>Y791 PDM<br>PEA 73R<br>PEE 805S<br>PEG 55S<br>PEG 5R<br>PEG 19R<br>PEN 155S<br>PEN 677S<br>PEP 53Y<br>PEP 3R<br>PER 177N<br>PER 121N<br>PES 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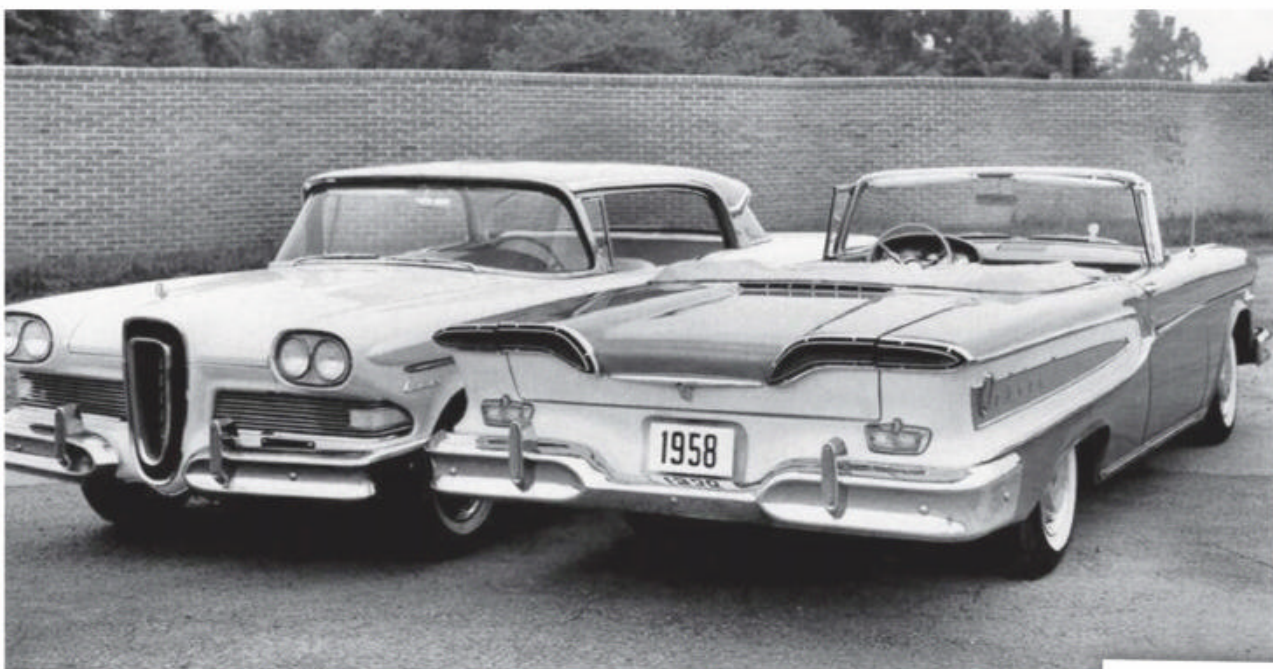
# PRESS PICTURES A-Z

For our second trip down memory lane with evocative and atmospheric press photographs from car manufacturers through the ages, we sample a small selection from E through to H. That has required a modest amount of ingenuity, but you just wait until we get to the likes of Q and X!



## ► EAGLE

We are starting off with a rather strange beast from 1983, and perhaps the only quibble point in the letters game this issue. The car is an Eagle SX/4, perhaps the first US crossover. Featuring Ferguson Formula (FF) permanent all-wheel-drive, it was introduced in 1979 by the American Motors Corporation (AMC). By 1983 the cars had been given a selectable transmission for fuel economy – either RWD or 4WD. The sporty SX/4 was dropped for 1984, but the Eagle line lasted until December 1987, by which time Chrysler had bought AMC. Chrysler eventually turned Eagle into a division alongside their Chrysler, Plymouth, Dodge and Jeep marques, which is why we have slipped it in under E instead of A!



## ◄ EDESEL

No collection of 'E's would be complete without at least one Edsel, and we have brought you two! As the show plate implies, these are 1958 model year cars, so from the launch of Edsel production. Both are the Citation model, but one a two-door hardtop saloon and the other a convertible. Offered for just the one year, the Citation saloon outsold the convertible by a factor of 10:1, figures of 9299 and 930 being recorded. Two years later, in November 1959, Ford ended its Edsel experiment. Just 118,287 had been sold and it cost Ford \$350 million.

## ► ELVA

Roger Dunbar of Elva Racing Components Ltd said of this drawing: 'It is one of the early designs penned by Trevor Fiore for the beautiful ELVA-BMW GT160 coupé, of which three prototypes were built in 1964. The final design was rather more curvaceous and the cars attracted much attention at the Earls Court and Turin Motor Shows, but production cost issues and changes in the GT racing regs sadly meant production did not proceed. However, the three prototypes have survived with chassis #1 having competed at Le Mans in 1965, #2 modified to Buick V8 power and #3 being seen in action in the UK and mainland Europe. Lots more info can be found in the award winning *ELVA* book.' Thanks Rog!







### ◀ FSO

Fabryka Samochodów Osobowych (FSO) introduced the Polonez in 1978, based on the Polski Fiat 125p platform that the Polish company already built under licence, but with a more modern body designed by Giugiaro. The 125p continued alongside the Polonez until 1991, at which point exports of the Polonez to the UK were paused. They resumed in 1994 with the facelifted Caro version, and continued until 1997. The Polonez itself lasted in production for other markets until 2002, a very creditable 24 year run.

### ► FORD

The Mk2 Escort only appeared in January 1975, so we reckon that this N-registered van must have been used to help publicise its launch. Taking a leaf (pardon the pun!) out of Triumph's book – they used market gardeners as the perfect customer setting for their Courier van pictures in the 1960s – this 1.3 Escort is plying its trade at a Cramphorn Horticultural Centre. Cramphorn were taken over by Wyevalle in 1991. We wonder what happened to HVX 15N?



### ◀ FIAT

Fiat built this family of 1100 cars from 1953-1969, at which point it gave way to the far more modern Fiat 128. We reckon this is a 103E model of 1956 vintage that has just brought its happy family to the ski slopes. We just hope that those natty whitewall crossplies have enough grip for the return journey!

### ► FORD

We could have filled these pages with great pictures from Ford's vast archive, so we make no excuse for bringing you a second one here. Like the Escort, this is a working vehicle, but that is where the similarities end. This one is a Model TT truck, based on the Model T but with a heavier duty chassis and back axle. Judging by the way this one is loaded, it needs all the help it can get! On the other hand, the standard gearing was so low (the axle ratio was 7.25:1) that while a top speed of 15mph was recommended, it had plenty of grunt. But we can't help thinking that one more straw just might have broken its back...







### ▲ GINETTA

This image was released by Ginetta as recently as March 2019 to mark the unveiling of their new supercar named Akula, the Russian word for 'shark.' On its left is the Ginetta LMP1 endurance racer, but our interest is drawn to the right and the exquisite 1965 Ginetta G10. This may have had MGB doors, but power came from a 4.7-litre Ford V8 engine. There was a G11 too, but that made do with MGB running gear, so it was clearly less suitable for such illustrious company as this.



### ▲ GLAS

Glas started out selling its Goggomobil microcars, but the 1004 of 1961 marked a definite move upmarket. Styled by Frua of Italy, it had the distinction of being the first production car to use a toothed timing belt instead of a chain in engines with capacities of 993, 1189 and 1289cc.

### ◀ GORDON-KEEBLE

First shown as the Gordon GT in 1960, by the time production of this upmarket four-seater started in 1964, it had become the Gordon-Keeble GK1. Well designed and powerful thanks to a Chevy V8 motor, fewer than 100 had been built by the time the company went bust.



### ► GLAS

We return to Germany – and in particular to Glas in Dingolfing – for our last tickle of this issue's G spot. Their 1700 of 1964-67 was an attempt to take on BMW. It had the power thanks to a 1682cc OHC engine, good enough in its more powerful 100bhp TS state of tune to dispatch the 0-60mph sprint in just 11.5 seconds. And if that does not seem impressive, remember this was in 1964, when Austin's new 1800 took 17.1 seconds for the same sprint.



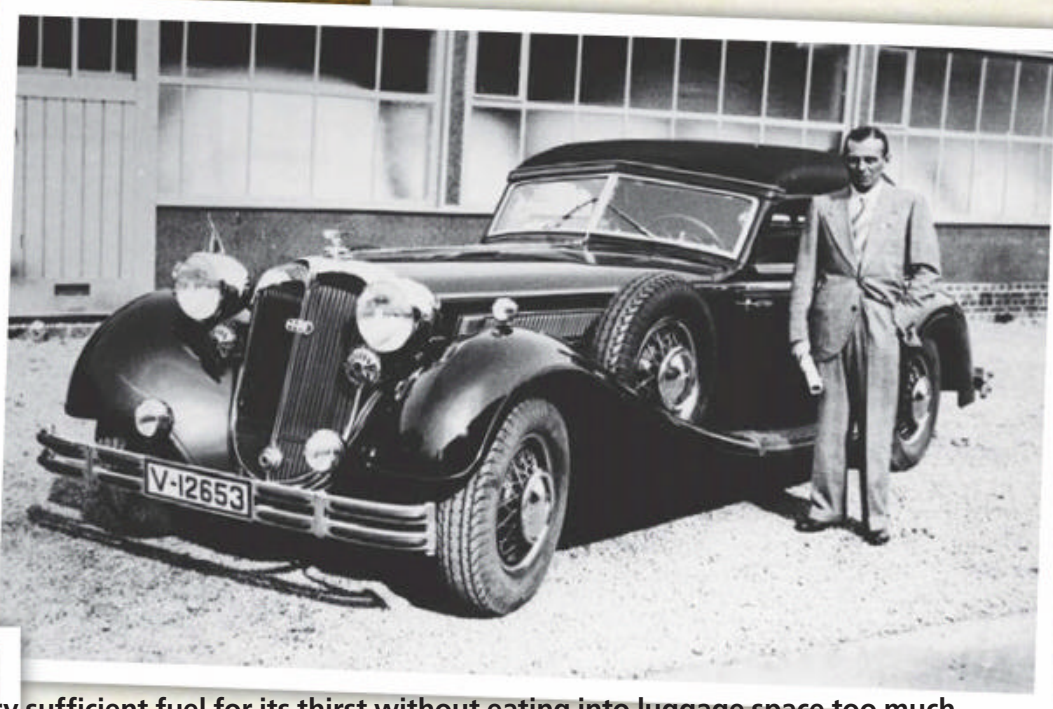


### ◀ HINDUSTAN

The Hindustan Ambassador was built in India from 1958-2014, and was based on the Morris Oxford Series III of 1956-59 vintage. It went through various iterations, and was even briefly imported into the UK in the 1990s, latterly branded by the importers as the Fullbore Mark 10. By this time the faithful old B-series had been replaced under the Ambassador's bonnet by a 1.8 Isuzu engine, which was presumably how it managed to pass emissions regulations here. Sadly, UK sales were always fairly dismal.

### ► HORCH

The Horch name may mean little to us these days, but it was founded in 1904, and in 1932 merged with DKW, Wanderer and Audi to form Auto Union. After WW2, its factories in the east fell under Russian control, eventually morphing into IFA, later of Trabant fame. That was all a far cry from this Type 853, one of a family of luxurious cars with 4844cc straight-eight engines produced from 1937-40. Pictured beside the car (and dwarfed by it) is Achille Varzi, the Italian Grand Prix racer who drove for Auto Union from 1935-1937.



Twin fuel tanks with one filler on each side allow the big Jaguar to carry sufficient fuel for its thirst without eating into luggage space too much.



### ◀ HILLMAN

Rootes expert Andrew McAdam said of this Avenger image: 'The photo shows a two-door Saloon GT, which was introduced in March 1973 with a twin carb 1498cc engine and servo brakes with front discs, plus rectangular headlamps, a rather strange three-quarter vinyl roof and sports road wheels (which only had caps in the centres and not a hub cap like the earlier ones). It also had reclining front seats, and a circular instrument dial including rev counter, while an automatic gearbox was an optional extra. There are thought to be only three survivors, and one of those is in Scandinavia. This model was only made until October 1973 when the bigger engines – 1300 and 1600 were introduced.'

### ► HONDA

We are moving into more modern territory with our final offering, the Honda CRX ESi produced from 1992-1998. This was based on the Civic floorpan, but with a pretty two-seat body and a Targa roof that stowed in the boot. A Transtop option opened and stowed the roof at the push of a button, and in some markets the model was called del Sol, just in case a prospective buyer hadn't noticed the opening top. Despite the mid-engined appearance, the 1.6-litre SOHC 16-valve four cylinder motor resided up front and drove the front wheels.





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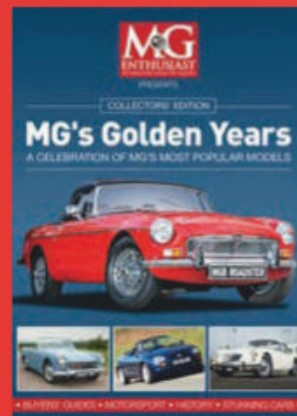
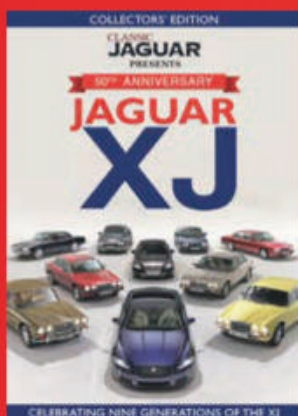


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|-----------|------|---------------|-----------------|----------------|----------------|
| 1 CBB224B | 41"  | 14 Dr chest   | 1045x415x486    | <b>£269.98</b> | <b>£323.98</b> |
| 2 CBB226B | 41"  | 16 Dr cabinet | 1126x468x1000   | <b>£469.00</b> | <b>£562.80</b> |

Clarke **HD PLUS**  
BALL BEARING ROLLER DRAWERS

### TOOL CHESTS/ CABINETS

- Heavy duty/industrial build quality with lockable front covers for added security and protection

LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET



2 **£289.98** EXC.VAT  
**£347.98** INC.VAT

| MODEL      | DESCRIPTION   | DIMS LxWxH (mm) | EXC. VAT       | INC. VAT       |
|------------|---------------|-----------------|----------------|----------------|
| 1 CBB209DF | 9 Dr chest    | 710x370x420     | <b>£144.99</b> | <b>£173.99</b> |
| 2 CBB211DF | 11 Dr Cabinet | 785x490x1075    | <b>£289.98</b> | <b>£347.98</b> |
| CBB309DF   | 9 Dr chest    | 975x370x420     | <b>£169.98</b> | <b>£203.98</b> |
| CBB311DF   | 11 Dr Cabinet | 1045x490x1075   | <b>£349.98</b> | <b>£419.98</b> |

Clarke **PREMIUM**  
BALL BEARING ROLLER DRAWERS

### CHESTS/ CABINETS

Combines premium quality with fiercely competitive pricing & super smooth ball bearing roller drawers

SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

EXTRA LARGE BOTTOM DRAWERS



1 **£119.98** EXC.VAT  
**£143.98** INC.VAT

30 KG MAX DRAWER LOAD

2 **£199.98** EXC.VAT  
**£239.98** INC.VAT

| MODEL     | DESCRIPTION  | DIMS LxWxH (mm) | EXC. VAT       | INC. VAT       |
|-----------|--------------|-----------------|----------------|----------------|
| 1 CLB900  | 9 Dr chest   | 660x305x475     | <b>£119.98</b> | <b>£143.98</b> |
| 2 CLB1007 | 7 Dr cabinet | 685x465x955     | <b>£199.98</b> | <b>£239.98</b> |

### Clarke BOLTLESS SHELVING BENCHES

- Simple fast assembly in minutes using only a hammer

SAVE **10%** EXTRA WHEN YOU BUY 4 SHELVING UNITS AND SAVE AT LEAST **£23.99** INC.VAT

150 KG PER SHELF Strong 9mm fibreboard shelves

350 KG PER SHELF Strong 12mm fibreboard shelves

CHOICE OF 5 COLOURS  
RED, BLUE, GREY, SILVER & GALVANISED STEEL

NEW RANGE

| MODEL | DIMS WxDxH (mm) | EXC.VAT       | INC.VAT       |
|-------|-----------------|---------------|---------------|
| 150kg | 800x300x1500    | <b>£29.98</b> | <b>£35.98</b> |
| 350kg | 900x400x1800    | <b>£49.98</b> | <b>£59.98</b> |



### Clarke HEAVY DUTY BOLTLESS SHELVING

- Boltless, quick and easy assembly (only a mallet required) • Tough steel frame
- Adjustable height shelves
- 5 easy wipe clean laminate board shelves
- (W)1220 x (D)460 x (H)1830

265 KG PER SHELF

ONLY **£79.98** EXC.VAT  
**£95.98** INC.VAT

BLUE, RED AND SILVER AVAILABLE

### Clarke WORKBENCH WITH PEGBOARD

Easy to assemble, providing valuable working space and plenty of additional storage capacity.

Available in Red or Galvanised Finish

- Dimensions (LxWxH) - 1150 x 560 x 1440 mm
- Pegboard back wall with 30 hooks supplied



CWB-R1B

NEW

**£64.99** EXC.VAT  
**£77.99** INC.VAT

ALL SIZES/SPECIFICATIONS ARE APPROXIMATE

SEE NEXT PAGE FOR MORE!



**Clarke**

## MIG WELDERS

Quality machines from Britain's leading supplier  
See online for included accessories

| MODEL         | MIN-MAX AMPS | EXC.VAT | INC.VAT |
|---------------|--------------|---------|---------|
| PRO90         | 24-90        | £194.99 | £233.99 |
| 110E          | 30-100       | £229.98 | £275.98 |
| 135TE Turbo   | 30-130       | £249.98 | £299.98 |
| 151TE Turbo   | 30-150       | £289.00 | £346.80 |
| 175TECM Turbo | 30-170       | £449.00 | £538.80 |
| 205TE Turbo   | 30-185       | £489.00 | £586.80 |

**135TE**  
GAS, TIPS, SHROUDS & WIRE IN STOCK  
FROM ONLY **£194.99** EXC.VAT  
**£233.99** INC.VAT

# Machine Mart

**64 SUPERSTORES NATIONWIDE**

**WHERE QUALITY COSTS LESS**

**Clarke**

## GARAGES/WORKSHOPS

IDEAL ALL-WEATHER PROTECTION

FROM ONLY **£229.00** EXC.VAT  
**£274.80** INC.VAT



BRIGHT WHITE INTERIOR

LENGTH UP TO 24'

- Ideal for use as a garage/workshop
- Extra tough triple layer weatherproof cover
- Heavy duty powder coated steel tubing
- Ratchet tight tensioning

ZIP CLOSE DOOR

\*was £346.80 inc. VAT

| MODEL    | SIZE (LxWxH)     | EXC.VAT | INC.VAT |
|----------|------------------|---------|---------|
| CG81015  | 4.5 x 3 x 2.4M   | £229.00 | £274.80 |
| CG81020* | 6.1 x 3 x 2.4M   | £279.00 | £334.80 |
| CG81216  | 4.8 x 3.7 x 2.5M | £279.00 | £334.80 |
| CG81220  | 6.1 x 3.7 x 2.5M | £349.00 | £418.80 |
| CG81224  | 7.3 x 3.7 x 2.5M | £419.00 | £502.80 |

## Clarke NO GAS/GAS MIG WELDERS

- Professional type torch with on/off control
- Thermal overload protection
- Turbo fan cooled
- Easy conversion to gas with optional accessories

**MIG102NG**  
FROM ONLY **£124.99** EXC.VAT  
**£149.99** INC.VAT

| MODEL      | MIN/MAX AMPS | EXC.VAT | INC.VAT |
|------------|--------------|---------|---------|
| MIG 102NG* | 35/90        | £124.99 | £149.99 |
| MIG 106    | 40/100       | £159.00 | £190.80 |
| MIG 145    | 35/135       | £179.98 | £215.98 |
| MIG 196    | 40/180       | £219.00 | £262.80 |
| MIG 240    | 50/240       | £399.00 | £478.80 |

## Clarke NO GAS/GAS MIG WELDERS

- Uses flux cored steel wire, which creates own gas shroud as it burns

**151EN**  
FROM ONLY **£219.98** EXC.VAT  
**£263.98** INC.VAT

| MODEL | AMPS   | EXC.VAT | INC.VAT |
|-------|--------|---------|---------|
| 151EN | 30-150 | £219.98 | £263.98 |
| 130EN | 30-130 | £239.98 | £287.98 |
| 160EN | 30-150 | £279.98 | £335.98 |

## Clarke ARC WELDERS

For home user, automotive and industrial applications.

SEE THE FULL RANGE ONLINE & IN-STORE

| MODEL   | AMPS   | EXC.VAT | INC.VAT |
|---------|--------|---------|---------|
| EA110   | 40-100 | £59.98  | £71.98  |
| 115N    | 30-110 | £71.99  | £86.39  |
| EA165   | 65-160 | £72.99  | £87.59  |
| 160N    | 40-150 | £76.99  | £92.39  |
| EA200   | 60-200 | £99.98  | £119.98 |
| 190N    | 50-185 | £104.99 | £125.99 |
| 235TEN# | 40-210 | £159.98 | £191.98 |

## CAR RAMPS

- Lift cars safely and quickly
- Tough angled steel construction

FROM ONLY **£29.98** EXC.VAT  
**£35.98** INC.VAT PER PAIR

| MODEL | CAPACITY | EXC.VAT | INC.VAT |
|-------|----------|---------|---------|
| CR2   | 2000kg   | £29.98  | £35.98  |
| CRW25 | 2500kg   | £37.99  | £45.59  |

## Clarke AXLE STANDS

- Ratchet action for quick height adjustment
- Sold in pairs
- per single stand
- Aluminium

FROM ONLY **£13.99** EXC.VAT  
**£16.79** INC.VAT

| MODEL    | MAX TONS | MIN/MAX HEIGHT | EXC.VAT | INC.VAT |
|----------|----------|----------------|---------|---------|
| CAX2TF   | 2        | 235-360mm      | £13.99  | £16.79  |
| CAX3TP   | 3        | 325-490mm      | £21.99  | £26.39  |
| CAX-3TBC | 3        | 300-430mm      | £23.99  | £28.79  |
| CAX6TP   | 6        | 333-500mm      | £29.98  | £35.98  |
| CAX-6TBC | 6        | 400-615mm      | £34.99  | £41.99  |
| CAX3TA*  | 3        | 295-395mm      | £49.98  | £59.98  |
| CAX10TP# | 10       | 450-750mm      | £86.99  | £104.39 |

## Clarke 2 & 3 TONNE TROLLEY JACKS

FROM ONLY **£29.98** EXC.VAT  
**£35.98** INC.VAT

| MODEL            | TYPE             | TONNE | EXC.VAT | INC.VAT |
|------------------|------------------|-------|---------|---------|
| CTJ2L            | Long             | 2     | £29.98  | £35.98  |
| CTJ2000LPB       | DIY Low Profile  | 2     | £33.99  | £40.79  |
| CTJ2250Q         | Quick Lift       | 2.25  | £34.99  | £41.99  |
| CTJ2250LP*       | Low Profile      | 2.25  | £39.98  | £47.98  |
| CTJ3000GB        | Pro Garage       | 3     | £79.98  | £95.98  |
| CTJ3000QLB       | Quick Lift       | 3     | £86.99  | £104.39 |
| CTJ3QLG          | Pro Instant Lift | 3     | £97.99  | £117.59 |
| CTJ3000G         | Pro Garage       | 3     | £99.98  | £119.98 |
| CTJ2QLP          | Low Quick Lift   | 2     | £114.99 | £137.99 |
| CTJ1500QLP Ultra | Low Quick Lift   | 1.5   | £156.99 | £188.39 |

\* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

## ALUMINIUM RACING JACKS

- Quick lift - Non-marking nylon wheels - Rubber contact pad - helps protect vehicle undersides

FROM ONLY **£94.99** EXC.VAT  
**£113.99** INC.VAT

| MODEL       | CAP.  | EXC.VAT | INC.VAT |
|-------------|-------|---------|---------|
| CTJ1250AB   | 1.25T | £94.99  | £113.99 |
| CTJ1800A    | 1.8T  | £159.98 | £191.98 |
| CTJ2500QLG* | 2.5T  | £149.98 | £179.98 |

## Clarke ARC ACTIVATED HEADSHIELDS

- Activates instantly when Arc is struck
- Protects to EN379
- Suitable for arc, MIG, TIG & gas welding

FROM ONLY **£37.99** EXC.VAT  
**£45.59** INC.VAT

## Clarke ARC / TIG INVERTER WELDERS

- Efficient inverter technology
- Variable output current

FROM ONLY **£129.98** EXC.VAT  
**£155.98** INC.VAT

| MODEL          | MIN/MAX OUTPUT CURRENT | ELECTRODE DIA. (MM) | EXC.VAT | INC.VAT |
|----------------|------------------------|---------------------|---------|---------|
| MMA14020A-140A | 1.6-3.2                | 1.6                 | £119.00 | £142.80 |
| AT133          | 10A-130A               | 2.5/3.2             | £129.98 | £155.98 |
| AT162          | 10A-160A               | 2.5/3.2/4.0         | £149.98 | £179.98 |
| MMA20020A-200A | 1.6-4                  | 1.6                 | £159.00 | £190.80 |
| AT135          | 10A-130A               | 2.5/3.2             | £169.98 | £203.98 |
| AT165          | 10A-160A               | 2.5/3.2/4.0         | £199.98 | £239.98 |

## Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY **£9.98** EXC.VAT  
**£11.98** INC.VAT

| MODEL  | JACK HEIGHT CAP. | EXC. (mm) | INC. VAT | VAT    |
|--------|------------------|-----------|----------|--------|
| CBJ2B  | 2                | 148-276   | £9.98    | £11.98 |
| CBJ3B  | 3                | 180-350   | £14.99   | £17.99 |
| CBJ5B  | 5                | 185-355   | £17.99   | £21.59 |
| CBJ8B  | 8                | 190-365   | £19.98   | £23.98 |
| CBJ10B | 10               | 195-375   | £24.99   | £29.99 |
| CBJ12B | 12               | 200-380   | £27.99   | £33.59 |
| CBJ15B | 15               | 205-390   | £29.98   | £35.98 |
| CBJ20B | 20               | 217-407   | £38.99   | £46.79 |
| CBJ30B | 30               | 230-370   | £59.99   | £71.99 |

## Clarke CORDED IMPACT WRENCHES

FROM ONLY **£59.98** EXC.VAT  
**£71.98** INC.VAT

| MODEL        | POWER      | TORQUE | EXC.VAT | INC.VAT |
|--------------|------------|--------|---------|---------|
| CEW1100      | 1/2" 1000W | 450Nm  | £59.98  | £71.98  |
| CEW1100 3/4" | 1100W      | 710Nm  | £89.98  | £107.98 |

## Clarke 18V 1/2" BRUSHLESS IMPACT WRENCHES

FROM ONLY **£114.99** EXC.VAT  
**£137.99** INC.VAT

| MODEL    | DESC.           | EXC.VAT | INC.VAT |
|----------|-----------------|---------|---------|
| CIR18LIC | 2x 2.0Ah Li-Ion | £114.99 | £137.99 |
| CIR18LI  | 2x 4.0Ah Li-Ion | £169.98 | £203.98 |



## Clarke JUMP STARTS

- Provides essential home, garage and roadside assistance
- Integral work light
- 910 includes air compressor
- Long life battery

FROM ONLY **£64.99** EXC.VAT  
**£77.99** INC.VAT

| MODEL     | BOOST | AMPS | EXC. VAT | INC. VAT |
|-----------|-------|------|----------|----------|
| 900       | 400   | 900  | £64.99   | £77.99   |
| JS1100    | 500   | 1100 | £69.98   | £83.98   |
| 910       | 400   | 900  | £72.99   | £87.59   |
| JS1100C   | 500   | 1100 | £79.98   | £95.98   |
| 4000      | 700   | 1500 | £139.98  | £167.98  |
| JS12/24   | 1000  | 2000 | £159.98  | £191.98  |
| JS12/24Li | 600   | 1200 | £179.98  | £215.98  |

## Clarke 12V BATTERY CHARGERS

- For lead acid batteries
- Automatic charger
- Maintains optimal charging condition

FROM ONLY **£17.99** EXC.VAT  
**£21.59** INC.VAT

| MODEL | MAX CHARGE AMPS | EXC.VAT | INC.VAT |
|-------|-----------------|---------|---------|
| LA4   | 4               | £17.99  | £21.59  |
| LA6   | 6               | £19.98  | £23.98  |
| AC80* | 8               | £33.99  | £40.79  |

## Clarke BATTERY CHARGERS/ENGINE STARTERS

- Ammeter
- Multi-position charge regulator
- Overload protection on charging cycle

FROM ONLY **£64.99** EXC.VAT  
**£77.99** INC.VAT

| MODEL   | MAX AMPS CHARGE/BOOST | EXC.VAT | INC.VAT |
|---------|-----------------------|---------|---------|
| BC130C  | 15/120                | £64.99  | £77.99  |
| BC190   | 38/180                | £94.99  | £113.99 |
| BC210C  | 25/200                | £119.98 | £143.98 |
| BC410E  | 35/400                | £139.98 | £167.98 |
| WBC180  | 35/180                | £139.98 | £167.98 |
| WBC240* | 45/240                | £154.98 | £185.98 |
| BC205N  | 30/200                | £179.98 | £215.98 |
| WBC400  | 60/350                | £199.00 | £238.80 |
| BC520P# | 50/510                | £219.00 | £262.80 |

## Clarke BLAST CABINETS

- Blast away paint, surface rust, scale, burrs, carbon & dirt & revitalise aluminium
- Min. air flow 10cfm
- Bench & floor standing models

FROM ONLY **£109.98** EXC.VAT  
**£131.98** INC.VAT

| MODEL  | DESC.           | TYPE  | EXC.VAT | INC.VAT |
|--------|-----------------|-------|---------|---------|
| CSB20B | Compact Cabinet | Bench | £109.98 | £131.98 |
| SB30   | Large Cabinet   | Floor | £279.00 | £334.80 |

## Clarke PARTS WASHERS

- PARTS WASHER FLUID FROM £5.99 INC. VAT

FROM ONLY **£39.98** EXC.VAT  
**£47.98** INC.VAT

| MODEL | TANK CAP. | TYPE  | EXC.VAT | INC.VAT |
|-------|-----------|-------|---------|---------|
| CW2D  | 10Ltrs    | Bench | £39.98  | £47.98  |
| CW1D  | 45Ltrs    | Floor | £99.98  | £119.98 |
| CWM20 | 22.5Ltrs  | Floor | £139.98 | £167.98 |
| CW40  | 75Ltrs    | Floor | £159.98 | £191.98 |

## Clarke CRANES

FROM ONLY **£164.99** EXC.VAT  
**£197.99** INC.VAT

| MODEL     | DESC.            | EXC.VAT | INC.VAT |
|-----------|------------------|---------|---------|
| CFC100    | 1 ton fold       | £164.99 | £197.99 |
| CFC1000LR | 1 ton long reach | £219.00 | £262.80 |

## Clarke INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS

- Keep batteries in top condition over a long period

FROM ONLY **£24.99** EXC.VAT  
**£29.99** INC.VAT

| MODEL     | STAGES | BATTERY                             | EXC.VAT | INC.VAT |
|-----------|--------|-------------------------------------|---------|---------|
| CB03-12   | 3      | 6Ah-40Ah                            | £24.99  | £29.99  |
| CB09-6/12 | 9      | Up to 80Ah 6V / 12V lead acid       | £39.98  | £47.98  |
| CB09-12   | 9      | Up to 160Ah 12V lead acid & calcium | £59.98  | £71.98  |

## Clarke INTELLIGENT BATTERY CHARGER/MAINTAINERS

- NEW RANGE

FROM ONLY **£49.98** EXC.VAT  
**£59.98** INC.VAT

| MODEL | VOLTS  | MAX CHARGE AMPS | EXC.VAT | INC.VAT |
|-------|--------|-----------------|---------|---------|
| IBC7  | 12/24V | 7A              | £49.98  | £59.98  |
| IBC15 | 12V    | 15A             | £46.99  | £56.39  |
| IBC20 | 12/24V | 20A             | £59.98  | £71.98  |

## Clarke CAR CREEPERS

- Oil resistant vinyl covered padded backs & headrests
- Swivel castors for easy manoeuvrability

FROM ONLY **£24.99** EXC.VAT  
**£29.99** INC.VAT

| MODEL | DESCRIPTION              | EXC.VAT | INC.VAT |
|-------|--------------------------|---------|---------|
| CMC36 | Car creeper              | £24.99  | £29.99  |
| CMC40 | With tool storage        | £39.98  | £47.98  |
| CMC45 | With adjustable headrest | £29.98  | £35.98  |
| CMC50 | Folding car creeper      | £49.98  | £59.98  |

## Clarke ENGINE STANDS

- Rotates through 360°
- Fully tested to proof load

FROM ONLY **£49.98** EXC.VAT  
**£59.98** INC.VAT

| MODEL    | CAPACITY | EXC. VAT | INC. VAT |
|----------|----------|----------|----------|
| CES340   | 340kg    | £49.98   | £59.98   |
| CES450   | 450kg    | £64.99   | £77.99   |
| CES560   | 560kg    | £79.99   | £95.98   |
| CES680F* | 680kg    | £99.98   | £119.98  |

## Clarke TOOL CHEST AND TOOLS

- This great value set includes CTC900B 9 drawer chest & CTC500B 5 drawer cabinet
- Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

FROM ONLY **£289.98** EXC.VAT  
**£347.98** INC.VAT

## Clarke 329 HAND TOOLS

- Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

FROM ONLY **£289.98** EXC.VAT  
**£347.98** INC.VAT

## Clarke HYDRAULIC PRESSES

- PROFESSIONAL QUALITY
- Built for tough daily use in automotive/industrial workshops
- Available with/without 7 pce pin, bracket & pressing plate kit
- Adjustable polycarbonate safety screen
- Economy model



# PAY MONTHLY

- Over 12, 24 or 36 months
- Purchases over £300
- 12.9% APR, 10% Deposit\*

## EASY TO USE WEBSITE

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  - PHONE
- 0844 880 1265

### Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

**DUAL VOLTAGE 230/110 VOLT**  
IN STOCK FROM £226.80

| MODEL           | OUTPUT KW | EXC. VAT | INC. VAT |
|-----------------|-----------|----------|----------|
| Little Devil II | 10.3      | £79.98   | £95.98   |
| Devil 700       | 15        | £99.98   | £119.98  |
| Devil 900       | 24.9      | £139.98  | £167.98  |
| Devil 1600      | 36.6      | £169.98  | £203.98  |
| Devil 2100      | 49.8      | £259.00  | £310.80  |
| Devil 4000      | 131       | £429.00  | £514.80  |

### Clarke DIESEL/PARAFFIN HEATERS

FROM ONLY £189.00 EXC. VAT £226.80 INC. VAT

Ideal for fast efficient heating

- Extra-long run fuel tanks - up to 53 litres
- Variable heat output with thermostat control

| MODEL | MAX OUTPUT | EXC. VAT | INC. VAT |
|-------|------------|----------|----------|
| XR60  | 14.7KW     | £189.00  | £226.80  |
| XR80  | 20.5KW     | £239.00  | £286.80  |
| XR110 | 29.3KW     | £289.00  | £346.80  |
| XR160 | 46.9KW     | £349.00  | £418.80  |
| XR210 | 61.5KW     | £399.00  | £478.80  |

### Clarke DRILL PRESSES

• Range of precision bench & floor presses for enthusiast, engineering & industrial applications

FROM ONLY £69.98 EXC. VAT £83.98 INC. VAT

B = Bench mounted  
F = Floor standing

| MODEL   | MOTOR (W) | SPEEDS | EXC. VAT | INC. VAT |
|---------|-----------|--------|----------|----------|
| CDP5EB  | 350 / 5   | 5      | £69.98   | £83.98   |
| CDP102B | 350 / 5   | 5      | £79.98   | £95.98   |
| CDP152B | 450 / 12  | 12     | £149.98  | £179.98  |
| CDP202B | 450 / 16  | 16     | £189.00  | £226.80  |
| CDP10B  | 370 / 12  | 12     | £199.98  | £239.98  |
| CDP352F | 550 / 16  | 16     | £229.00  | £274.80  |
| CDP452B | 550 / 16  | 16     | £239.00  | £286.80  |
| CDP502F | 1100 / 12 | 12     | £549.00  | £658.80  |

### Clarke GRINDERS & STANDS

• Stands come complete with bolt mountings and feet anchor holes

6" & 8" AVAILABLE WITH LIGHT

STANDS FROM ONLY £47.98 INC. VAT

FROM ONLY £32.99 EXC. VAT £39.59 INC. VAT

# With sanding belt  
\* 8" whetstone & 6" drystone

| MODEL        | DUTY | WHEEL DIA. | EXC. VAT | INC. VAT |
|--------------|------|------------|----------|----------|
| CBG6RP       | DIY  | 150mm      | £32.99   | £39.59   |
| CBG6RZ       | PRO  | 150mm      | £42.99   | £51.59   |
| CBG6RSH      | HD   | 150mm      | £54.99   | £65.99   |
| CBG6SB#      | PRO  | 150mm      | £56.99   | £68.39   |
| CBG6RWC      | HD   | 150mm      | £59.98   | £71.98   |
| CBG8W* (wet) | HD   | 150/200mm  | £58.99   | £70.79   |

### Clarke ELECTRIC HEATERS

**BEST SELLER**

FROM ONLY £49.98 EXC. VAT £59.98 INC. VAT



| MODEL      | VOLTAGE | HEAT OUTPUT KW | EXC. VAT | INC. VAT |
|------------|---------|----------------|----------|----------|
| DEVIL 6003 | 230V    | 1.5-3          | £49.98   | £59.98   |
| DEVIL 7003 | 230V    | 3              | £59.98   | £71.98   |
| DEVIL 6005 | 400V    | 2.5-5          | £69.98   | £83.98   |
| DEVIL 7005 | 400V    | 5              | £84.99   | £101.99  |
| DEVIL 6009 | 400V    | 4.5-9          | £109.00  | £130.80  |
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## AUSTIN

### ALLEGRO 1500

**1975, 47,800 miles, £1,895 ONO.** In sable brown metallic dark brown vinyl roof, tax and MoT exempt, runs, drives and looks excellent. 5 Speed manual box all working well and has all the special features. Good condition. Please call 07817 353279, Warks. 12081

## AUSTIN-HEALEY

### 3000

**1962, £7,500.** For restoration/spares usable body, engine, head, carbs, centre stick gearbox, good shrouds, axle, screen, wheels, seats and works. Please call 01246 863325, Derbyshire. 12249

### 3000 BJ8



### 1965, 30,000 miles, £58,500 ONO.

Built at the Abingdon plant between 2nd and 5th July 1965 body number 77143. Exported to South Carolina on 19th July 1965. Repatriated in 2017 following complete restoration and has excellent and matching hood, hood cover and tonneau. Fitted with driving lamps and badge bar. A great driver and lots of admiration from passing motorists. MoT to June 2020 and kept in its original LHD. Please call 07368417426. 12090

## SPRITE



**1970, £3,250.** British racing green, MoT 4 of last 5 years, now MOT and Tax free. Bodywork good, Hood good condition, no welding needed. Refurbished engine, clutch, starts and drives good. Please call 07929 937112, Haslington. 12288

## BENTLEY

### S2 CONTINENTAL



### 1961, 68,000 miles, £130,000.

Magnolia piped Red, known to us for many years. Excellent history file. A stunning example of the scarce and much sought classic. Please call 01732 886002, Kent. (T) 12134

## S-3 RHD



**1965, 160,000 miles, £4,500.** Same owner for 26 years. New Ac + heat, new head liner and carpets. Small tools, owners, manual and first place. Please call 202 330 9681, USA. 12119

## BMW

### 318 TI COMPACT



**1997, 67,348 miles, £2,600.** One family owner, excellent condition, metallic green, sunroof, pioneer cd/cassette player, new MoT and exhaust, towbar used for small trailer and has all service records. Please call 07845 967170, Dorset. 12232

### 635 CSI



### 1982, 77,415 miles, £27,950.

Flagship model, the same single family ownership since new, just under 1,000 miles since restoration with BMW main dealer, complete with books and tools and simply will not disappoint upon viewing. Please call 02039 062100, Surrey (T). 12273

## BUICK

### RIVIERA



**£15,795.** California black plate, sweet engine and gearbox. New shocks, springs, exhaust, two sets keys, nice paintwork, good driver-parts and service manuals. Wood trim wheel with white walls. Please call 07476 552398. 12254

## CITROEN

### AMI 8 ESTATE



**1971, 61,000 km, £2,500.** Drives well, chassis good, early type with DS style steering wheel. Please call 01462 455280, Hertfordshire. 12099

## FERRARI

### 348



**1993, 82,333 miles, £28,500.** Left hand drive, garaged for a few years, in need of restoration. Car all there, rear lights changed, but originals go with. Sensible offers only, asking price or over. Please call 01256 783576, Hampshire. 12105

### TRIBUTE MX 250



### 1992, 72,000 miles, £9,950.

Beautifully presented replica of 250 GTO Ferrari. Based on Eunox MX5. In perfect body and mechanical condition and requires nothing. Upgraded brakes and dampers. Sale due to loss of licence (eyesight), engineer owned, totally reliable insured for £1,500. Please call 01276 23078, Surrey. 10816

## FORD

### ESCORT ESTATE



### 35,000 miles, £12,000 ONO.

Turquoise blue and in good condition there are also many spares for this vehicle, and the vehicle has been very well maintained, since its first registration. Please call 01384 378451 or 01384 829209, Worcestershire. 10726

### ESCORT MKII 1600 SPORT



**1979, £12,250.** Complete engine rebuild, new Weber carb, body work and interior in very good condition. Please call 01189 621851, Berkshire. 12306

### SIERRA 1.8 LX HATCHBACK



**1991, 124,000 miles, £1,400.** Engine rebuilt at 99,000 miles, wax oiled 2014, no rust and used daily. Please call 07772 721010. 11362



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**1993, £2,500.** New MoT, 5 speed manual, professionally converted, chrome bar, tonneau cover, 17" alloy wheels, sunroof and excellent condition throughout. Pick-up truck is included. Please call 07596 619408, Sussex. 11578

## JAGUAR

### XJR 100



**2001, 38,160 miles, £19,000.** Only 82 were made in the UK in 2001. MoT is valid until November 2020. One previous owner plus Jaguar. All keys, remotes and a complete set of manuals are present. Please call 07740 739048. 12241

### XJS 4-LITRE



**1992, 60,420 miles, £19,600 Ono.** Full service history in A1 condition throughout. Beige leather, electric seats, carpets, new mohair hood, head lining, new brakes, disc pads and callipers front and rear. Please call 07779 301332, Wales. 10230

## LAMBORGHINI

### JARAMA S



**1974, £125,000.** LHD, known history, F1 connections, including supplying dealer service booklet in leather wallet, massive expenditure in my 12 year ownership, correct colour, factory build sheets, very rare and low owners. Please call 07916 797613. 12100

## MAZDA

### MX5 MKI



**1995, 78,000 miles, £2,995.** New mohair, 5 spoke S type alloys, huge service history, full MoT, no expense spared. Please call 07542 924607, West Yorkshire. 11851

## MERCEDES-BENZ

### C180 ELEGANCE AUTO



**1997, 85,000 miles, £1,195.** Immaculate interior, drives superb but wheel arches need slight TLC. Sold with new MoT. Please call 01217 474489 or 07923 252067, West Midlands. 10500

## MG

### MGB ROADSTER



**1978, 5,178 miles, £4,999.** Spent lots, new parts. Overdrive, 37 MoT history and tax exempt. Please call 07581 007090, Lancashire. 12301

### MGTD



**1953, 4,641 miles, £18,950.** Our beautiful MG TD is for sale. Total restoration some years ago with new ash frame, history file back to 1970 and a UK RHD. Car is finished in Red with black leather upholstery, Xpag 1250cc engine and only used in the summer. The car comes with full hood, Tonneau cover and side screens. As new radial tyres and only 3 previous owners on V5. Please call 07831 194880, Berriew. 12110

## MIDGET



**1980, 22,000 miles, £7,000.** Excel condition, full service history, heritage certificate, selling due to age and full garaged. Please call 01989 750711, Hereford. 11519

## MINI

### 1000



**1986 63,400 miles, £3,500.** Blue, Union Jack roof, alloy wheels, many new parts and runs well. Please call 07876 053543, Hertfordshire. 12176

## AUSTIN MAYFAIR



**1988, 65,190 miles, £3,500.** Targa red, MoT May 2020, had for 29 years and garaged. Recent new rear subframe brakes and suspension renewed, any welding that was required. A good solid car. Please call 07950 371792, Lancashire. 11037

## MORRIS

### 1000



**1964, 30,472 miles, £5,899.** Work includes 4 new steel wings, 4 doors and boot lid, alternator and servo fitted. Please call 07545 703474, Southampton. (T) 12127



**1000 MINOR TRAVELLER**

**1968, £5,250 ONO.** Trafalgar blue recent respray, good woodwork, front disc brakes, s/s exhaust, Bluetooth radio/CD, many small improvements and regular reliable everyday transport. Please call 01296 630225, Aylesbury. 12170

**MINOR**

**89,000 miles, £5,499.** A short time in storage. This included 4 new wheel cylinders, water pump and by pass hose, nearside genuine front wing and four new tyres. Please call 07545 703474, Southampton. (T) 12128

**RELIANT****SLX**

**1999, 62,145 miles, £3,195.** Late model Reliant Robin, in great condition inside and out. Chrome alloy wheels, contrasting rare metallic orange bronze colour and 12 months MoT. Please call 01924 820029, Wakefield. 12117

**ROLLS-ROYCE****SILVER SHADOW II**

**1980, 60,528 miles, £28,500.** Fully documented with full and comprehensive service history. The history file includes the original Handbook folder with a fully stamped service book. Drivers handbook, audio handbook and other Rolls Royce supplements. Please call 01732 886002, Kent (T). 12055

**SILVER SPIRIT**

**1982, 46,000 miles, £16,500.** Full service history, known to us for 8 years and is a beautiful example. The files also includes many invoices and past MoT test certificates. Presented in fantastic condition throughout. Please call 01732 886002, Kent (T). 12050

**ROVER****GTI**

**1992, 74,000 miles, £750.** Been in storage for 14 years, an appreciating classic, 1992, sound and original not running easy restoration. Please call 07766 704617. 12161

**SAAB****900 S AERO TURBO**

**1990, 122,000 miles, POA.** Absolutely beautiful condition. Automatic drives superbly, FSH with receipts. £4850 with 15 inch alloys or £5350 with Carlsson alloys. Please call 07879 118777, Darlington. 12168

**SUNBEAM****TALBOT 90**

**1953, £3,000.** Body sound but needs paint. Mechanically good, many spares of all types, original plates and literature etc. Please call 07759 649889, Cumbria. 12163



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**TALBOT TEN SPORTS SALOON**

**1948, 39,025 miles, £12,495.**

Finished in jet black with a superb contrasting interior, lashings of chrome, features include opening front windscreen and a factory fitted sliding steel sun-roof. Records indicate this example has spent a lot of its time unused in storage, during some of this time the car was substantially restored. Please call 01437 760760, Pembrokeshire (T). 12043

**TOYOTA****COROLLA**

**1990, 30,700 miles, £2,000.** MoT April 2020, one family ownership prior to current owner, cambelt replaced, original service and instruction books, old but nippy and has PAS, lovely drive and condition in metallic grey and 5 speed manual. Please call 0161 748 4924, Greater Manchester. 11579

**TRIUMPH****1360 SALOON**

**1968, 46,000 miles, £3,250 Ono.**

New clutch, trunnions, track rod ends, front wheel bearings, brakes overhauled new calipers, new alternator and battery. MoT Sept. 2020. Minor bodywork needed. Please call 07816 616109. 12118

**HERALD 1147 SALOON**

**1968, 50,000 miles, £1,000.** 68'

Herald 1200, needs bodywork doing, all mechanics are in good order. Please call 07580 032571, Chesterfield. 12178

**STAG MKII**

**1977, £POA.** Overdrive, finished in stunning Tahiti blue with biscuit ambla trim. This car was subject to a complete nut and bolt. Please call 01509 881106, Melton Mowbray. (T) 12213



## TR4A



**1967, £10,995.** Parked in a wooden farm barn since 1996. A genuine barn find. Complete and unmolested since that time. The car was previously fitted with rear fibreglass wings in the 80's but other than that the car is like a time warp. Very good solid car. Engine runs and this is probably the most original UK. Please call 01487 842168, Cambridgeshire. (T) 12137

## TR5



**1969, £74,995.** Restored and maintained to concours condition by the current owner. Extensive collection of trophies, outstanding history. If you want the very best tr5 this is it. Please call 01487 842168, Cambridgeshire. (T) 12136

## TR5



**1968, 20,000 miles, £48,995.** A bare metal respray was carried out by marque specialists TR Enterprises, where it had 3 outer wings replaced with original items along with various repairs. It still looks as good as the day it was finished. The engine bay is presentable, please see the pictures. Please call 01623 411476, Eakring. (T) 12204

## TR6



**1976, £16,495.** Inca yellow with overdrive. An unbelievably original body and chassis. Converted to RHD in the early 90's in a very professional manner. Please call 01487 842168, Cambridgeshire. (T) 11781

## VITESSE



**1970, 80,000 miles, £12,995.** 4-speed overdrive, finished in stunning Wedgewood blue with contrasting blue trim. Older nut and bolt rebuild and is a pleasure to drive. Please call 01509 881106, Melton Mowbray. (T) 12215

## VAUXHALL

### ASTRA



**1984, £3,000.** Stored for the last 20 years. Non runner and this GTE MKI is complete. Please call 07740 179399, Northants. 12142

### ASTRA BELMONT

**1990, £400.** Light green velour interior, original paint and alloy wheels, pearl red paint needs bodywork, MoT expired Sept 2019 and was very reliable. Please call 01406 330587, Lincolnshire. 12237

### CAVALIER



**1983, 70,000 miles, £850.** MoT Jan 2020. Very original. Runs and drives fine requires cosmetic work. Driver's rear arch rusty. Solid otherwise. Please call 07555 437070, Torquay. 11756

### NOVA



**1992, 33,000 miles, £1,895.** A pure time warp, off road for 9 years, SORN. Runs and drives, some new parts, some history and original bill of sale. Please call 07803 893837, Essex. 12091

## TIGRA 1.4 COUPE



**2000, £2,000.** 1.6v 4 speed Automatic, Silver with black upholstery, one careful driver, full service history and always garaged. Please call 07894 909181, Essex. 12256

## VOLKSWAGEN

### BEETLE



**1972, 78,430 miles, £6,995.** Only 2 previous owners, original 1200 engine and interior, tax and MoT exempt, pre-67 front wings with sloping lights, not much else change, disc brakes on front, new carb, adjustable front suspension, wooden steering wheel, great condition and a good runner. Please call 07968 272093. 11326

### BEETLE 1300



**1971, 92,000 miles, £5,995.** The car drives exceptionally well providing ample power through the smooth 4 speed manual gearbox and with everything being correct! The only part of the vehicle that would benefit with some light enhancement is the bodywork which in some localised areas will soon require attention cosmetically. Please call 01623 411476, Eakring. (T) 12203

### CORRADO VR6



**1995, 160,000 miles, £4,600.** Rare Vento Cup alloys, Weitec coilovers, Milltek exhaust, BMC intake, Momo Tuner steering wheel, rebuilt gearbox and engine top half, black cloth interior, MoT September 2020, comprehensive history including original bill of sale and spare key. Please call 07463 796312, Surrey. 12307

## FASTBACK



**1972, 108,000 miles, £4,850.** Good runner, tombstone seats sold with 2 x steel front wings and spares. Please call 07941 411522, Staffordshire. 12158

## VOLVO

### 440XI

**1993, 63,000 miles, £1,200.** Green, MoT till July 2020, FSH, new cam belt and more and overall excellent condition. Please call 01793 812408, Wiltshire. 12235

### 960

**1991, £1,200 ONO.** 3 litre, 6 cylinder model, rare car now, high spec, excellent original blue metallic paintwork, excellent leather interior, dry stored for the last 5 years and would make a really beautiful car with minimal work. Please call 01765 677178 or 07729 356029, Yorkshire. 11228

### C70 COUPE




**2000, 64,000 miles, £2,000.** Petrol, manual gearbox, full leather interior, 3 owners, very good condition for year, currently on sorn and dry stored. Contact for details. Please call 01269 845195, South Wales. 12115

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# CLASSIC TAILS

WHAT'S REALLY GOING ON BEHIND  
THAT MILD-MANNERED EXTERIOR

BY ANDY STARKEY

## WHY I JUST DON'T GET THIS SUV CRAZE

WELL, WHAT AN honour it is to be asked to guest write the *Classic Tail* for this magazine, a magazine I already contribute to with great relish. However, photographing and writing about someone's pride and joy does mean I need to keep in mind that I'm telling their story and should strive to convey the trials and tribulations of their ownership. My opinion is somewhat secondary and in many ways unnecessary in those features. Luckily, being married with two grown up kids has helped me realise that keeping my opinions to myself is often the best tactic.

Today though is a little different. Today I'm allowed off the leash to vent my spleen as it were, with something I have come to find pretty annoying – SUVs. Ok, so instead of going on about the state of the classic car market or worrying about what will happen when the oil runs out, I will be talking about a modern car that many of you

may have on your driveways right now. I offer my apologies for that in advance, but in my defence all the cars we cherish as classics today were simply modern cars on somebody's driveway once upon a time.

The thing is it seems as though the whole world has been hoodwinked into thinking they need a Sports Utility Vehicle. But why should they believe that? There is nothing as far as I can see that this breed of vehicle can do better than something else that already exists. The acronym SUV is flawed for a start. Let's start with the low hanging fruit and take the Sport aspect first, shall we? If you put the word 'Sport' in front of the word 'Car' you'd expect to have something that thrills and excites, something with a sleek profile, a good turn of speed and the kind of handling for which the phrase 'corners like it's on rails' was coined. Well, you can't really say an SUV is an exciting drive,

unless you think nearly putting it on its roof at every roundabout is entertaining. The proportions are all wrong for these cars to be called remotely sporty, what with the higher profile tyres, higher seating position and higher roof. I guess the kindest thing you can say about them is that they are bloated enough to earn the sports moniker by virtue of the fact that you can fit all of your sports gear in the back.

Which brings us on to the Utility side of things. If you look up the word Utility, you will see that the literal meaning is '*useful, especially through being able to perform various functions.*' Naturally, I'd like to know what these cars can do that no other can to justify being awarded this tag. How about commuting safely to and from work? Yep, I'm sure a Honda CRV can do that, but so can the Honda Jazz or Civic just as well. Ok, what about the weekly shopping trip? Yes again, a Skoda Karoq will hold a right old boot-full of shopping bags, but an Octavia will do just as well and the estate version will hold even more. And both would be easier to park, too.

What about getting to places a regular car can't and going off road? This where the real lie lies, because when you look at your BMW X3 or Toyota C-HR you'd be forgiven for thinking that these hunky looking bits of kit will bound through the countryside with gay abandon, leaving trails of flying mud in their wake. Well, no actually. You'd be lucky to make it out of the school field after sports day with one of these as most are still only two wheel drive.

Again, there are better things out there for when venturing off the tarmac is required, and that of course would be a Land Rover, preferably a classic one at that.

So for me, and this is my opinion for once, the SUV serves very little purpose. It has no relevant place in the market and fills no niche whatsoever. It can't go anywhere, carry anything, pull anything or even be parked anywhere better than an existing vehicle that could do the job just as well and be more fun to drive. I can only conclude that the clever marketing folk who sit in those darkened rooms thinking what we don't need next, and then weirdly managing to convince us we do actually need it, came up with the SUV.

It must have been sold to us via some sort of hypnosis or something because these brutes are everywhere, and they're getting bigger and uglier. Have a look at a BMW X7 – now that is truly ugly. And don't get me started on the Bentley Bentayga... These top end SUVs seem the most vulgar, with their ever-growing proportions, massive blingy wheels and high mounted LED headlights that frazzle your retinas whether they are coming towards you or from behind.

Anyway, that's this rant over, and I feel a bit better for it. I know some of you won't agree and will counter with the claim that your Renault Captur serves you well, thank you very much. That's fine, and beauty is certainly in the eye of the beholder, but next time you give it a wash, just step back and ask yourself: 'Why exactly did I decide that I needed a Clio on stilts?' **CM**



When Rover jacked up their 25 and sold it as the Streetwise, people laughed and said it would never catch on. They were very wrong!



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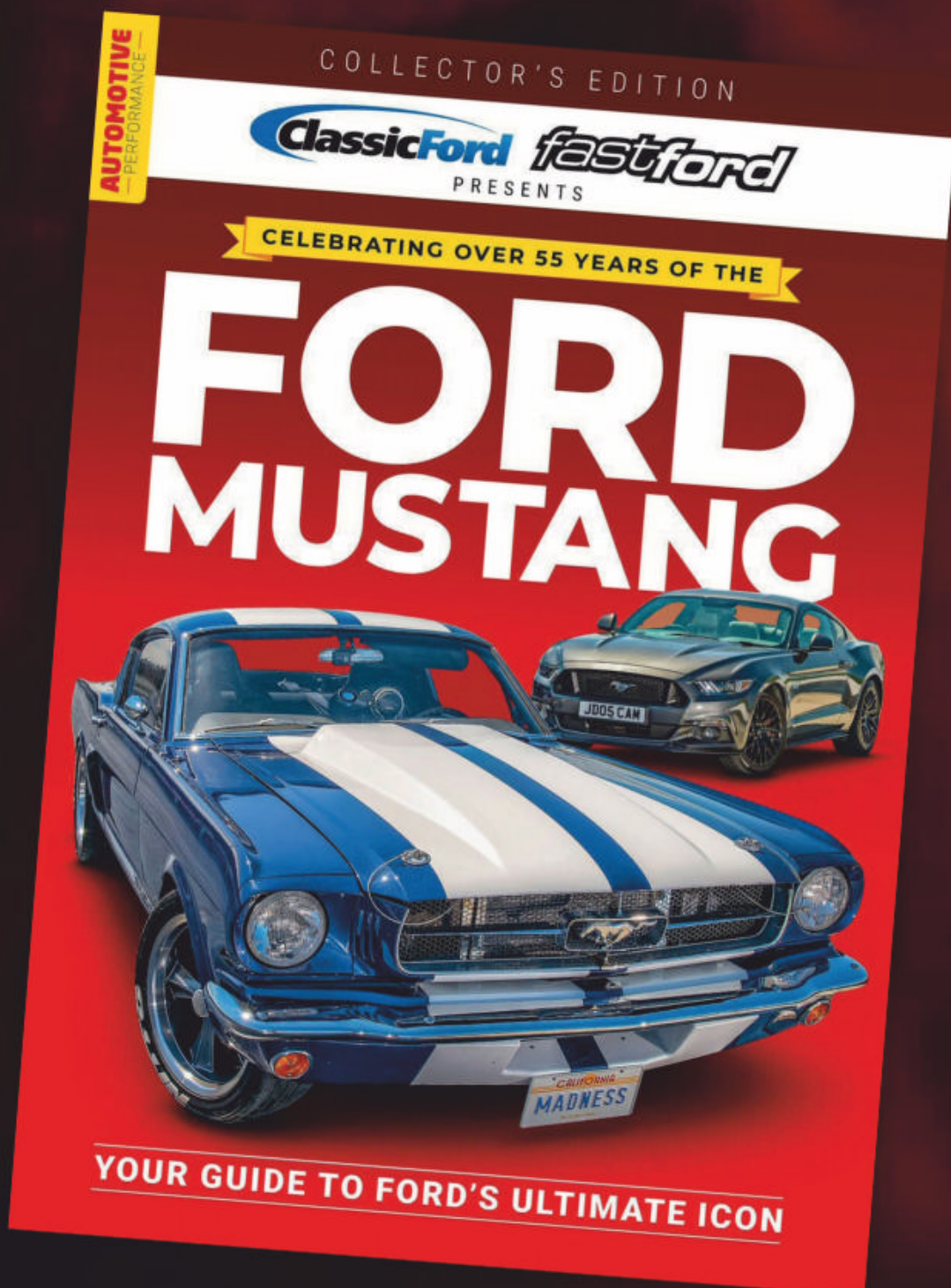
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